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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
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**HONGKONG WEEKLY
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With which is incorporated the
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No. 16,383. 號三十八百三千大萬一第 日四廿月九年二統宣 HONGKONG, WEDNESDAY, OCTOBER 26TH, 1910. 三拜禮 號六廿月十年十一百九千一英港香 PRICE \$3 PER MONTH.

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No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

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The Salvage Steamer "OURA-MARU," 715 tons and 12 knots speed, is always
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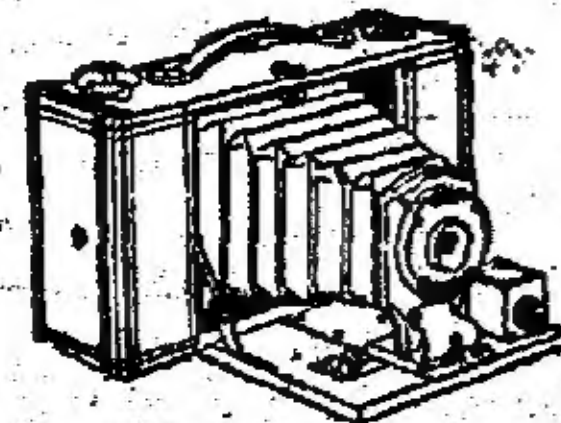


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[a213] THE MANAGER

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ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTHS.
On 23rd October, at 1.50 a.m., the wife of Mr. N. BLUMENTHAL, Manager of Astor House Hotel, of a daughter.
On 11th October, at Tokyo, the wife of Lieutenant F. S. G. PIERCE, Royal Engineers, (attached to H.B.M. Embassy), of a son.

HONGKONG OFFICE, 104, DES VIGNE ROAD C
LONDON OFFICE, 131, FLEET STREET, EC

The Daily Press.

HONGKONG, OCTOBER 26TH, 1910.

The new Japanese Tariff continues to be a fruitful topic of discussion in British commercial circles, and the discussion is likely to continue while the faintest hope of some modification of the tariff remains. A Special Correspondent of *The Times*, who has written an illuminating article on the subject of the Tariff from the Japanese point of view, says the desire to conciliate English public opinion is so real that, though a "unilateral" conventional tariff agreement seems almost out of the question, and though for many reasons, including considerations of domestic politics, it will be difficult for the Government to introduce a new Bill amending that so recently passed by the Diet; yet a way may possibly be found to remedy any cases of great hardship, and especially of anti-British discrimination, "if such cases can be proved to exist." It is unlikely, of course, that any such cases do exist in the sense in which that expression is commonly understood; the point is that the tariff is notoriously injurious to certain lines of trade, which are almost exclusively British, notably the cotton textile trade. It has been pointed out that just as the present

tariff has lost to Lancashire the yarn trade, without any compensation in textiles, so now the tariff which comes into force next year threatens the existence of the cotton textile trade without any prospect of compensating advantage in other directions. Consequently Manchester is protesting strongly. When the tariff was before the Diet, Count KOMURA made use of an expression which has caused some confusion in the public mind in England, and this misunderstanding has been largely responsible for the tone of exasperation which has marked many public utterances on the subject of the tariff. Count KOMURA's remark was that with Great Britain an agreement of a reciprocal character was impossible so long as her present system of Free Trade is maintained. The *Times* special correspondent says in regard to this: "To be perfectly candid, an agreement in which tariff concession should be balanced by tariff concession would not be altogether easy, even if Great Britain were to abandon Free Trade, for British imports from Japan are trifling in amount and consist almost exclusively of raw materials on which there could be no question of placing any duty." In this connection, it is pointed out that France admits duty free 78 per cent. of her imports from Japan, America 75 and Germany 60 per cent. What the Japanese mean by reciprocity, however, is something very different to what the British public understand by that term, and the difference is lucidly explained by the *Times* correspondent. "In the Japanese view the existing commercial treaties with the Foreign Powers violate the principle of reciprocity that should exist between Powers of the same standing; they are treaties, it is pointed out, such as the Great Powers conclude with countries like China, Siam, Korea and the Balkan States, not with one another; their existence is looked upon as humiliation for Japan, and "it is regarded as inconceivable that, when they expire, any Japanese Government should consent to conclude with any other Power any tariff again which contained any restriction on the fiscal autonomy of Japan without a corresponding restriction on the fiscal autonomy of the other party to the agreement." The writer, continuing to give the Japanese view, says:

Great Britain, like Japan, frames her laws to suit herself; differences in the circumstances of the two countries and differences in the national character necessarily produce differences in their domestic legislation; as, in the cases quoted, in their treatment of foreigners. That Japanese enjoy rights in England that are denied to Englishmen in Japan is of course very fortunate for them; but it is due simply to the fact that Great Britain thinks a more liberal policy suited to her interests. For Japan to confer the same rights upon British subjects would be to modify in their favour the policy that she has hitherto pursued; and, to satisfy the Japanese idea of reciprocity, such a concession would have to be balanced by some special concession to Japanese subjects on the part of Great Britain. As matters stand, although there is admittedly a considerable difference between the Japanese treatment of British subjects and goods and the British treatment of Japanese, the Japanese law imposes no disadvantage on British subjects and goods that is not imposed on the subjects and goods of other foreign countries, and British law confers no advantage on Japanese subjects and Japanese goods that is not granted to those of other foreign countries; and the principle of reciprocity is thus duly observed.

It is possible, even for a Manchester man, to appreciate the point of view presented in the foregoing paragraph, and he will realise the more clearly after reading it what scant prospect there is of any substantial amelioration of the tariff. Furthermore, if it be true that the imports from Japan into England are "almost exclusively of raw materials on which there can be no question of placing any duty" it will be seen how futile it is to represent that the anticipated effects of this tariff will afford strong support for the retaliatory tariff movement in Great Britain. Japan's exports to Great Britain, according to the latest returns, amount in value to twenty-seven million yen per annum; her imports from Great Britain in 1909 amounted to eighty-eight millions—a decrease of twenty millions on the figures of the preceding year, and if the gloomy forebodings of the British manufacturers are realised, the balance will not long continue in Great Britain's favour after the new tariff comes into force. We do not see what they have to hope for. Japan cannot now, if she wished, go back upon the tariff she has enacted. If, in her anxiety to please her British friends, she reduced the tariff on goods in which Great Britain was almost exclusively interested, other Powers would be demanding corresponding concessions. In short, the effect would virtually be a demand that she should abandon the tariff and renounce that right to fiscal autonomy which she has been at so much pains to regain. No Power can reasonably force that situation now upon Japan, and we are left therefore with the slender hope held out by the special correspondent of the *Times* that "a way may possibly be found to remedy any case

of great hardship and especially of anti-British discrimination, if such cases can be proved to exist." This scarcely satisfies the British manufacturers who expected more favourable treatment arising out of the close political relationship of Great Britain and Japan; nor will it go far among the British public generally to repair the damage which the alliance between the two nations has sustained by the enactment of a tariff which aims so serious a blow at British trade, and has irritated the British public to a degree that has manifestly weakened the popular faith in the sincerity of Japan's sentiments of gratitude to her ally.

Changes are being made in the railway timetable, and a new schedule will be issued for next month.

Yesterday the flag at the Siamese Consulate was half-masted in recognition of the death of King Chulalongkorn.

The excursion on the Kowloon Railway yesterday afternoon—cheap return fares to the frontier being issued—was well patronised, the largest number of travellers being Chinese.

Two Chinese, who were charged before Mr. J. R. Wood at the Magistracy yesterday with returning from banishment, were each sentenced to six months' imprisonment and four hours' stocks.

At the Magistracy yesterday a Chinese woman appeared before Mr. J. R. Wood on a charge of harboring two girls for an illegal purpose. The hearing was adjourned and the defendant's bail fixed at \$3,000.

A Chinese silk firm, Messrs. Kong Che Sing & Co., Limited, of the Phoenix Mills, Shantung, have opened a temporary branch at Chorlton-on-Medlock, Manchester, where they are selling Shantung silk from their own mills.

Sir John Pickersgill Rodger, K.C.M.G., Governor of the Gold Coast Colony since 1905, formerly Chief Magistrate and Resident at Selangor and Resident of Pahang and Perak, who died in London on September 19th, aged 59, left estate valued at \$9,122 gross, with net personalty £8,863.

Two Chinese were charged before Mr. E. R. Hallifax at the Magistracy yesterday with being in possession of a quantity of prepared opium. The first defendant, who had eleven previous convictions, was fined \$100 or three months' imprisonment, and the second was fined \$15 or three weeks' imprisonment.

It would appear that Mr. J. R. Wood is determined to stop the practice in vogue among rickshaws and chair coolies of rushing for fares. At the Magistracy yesterday four rickshaws coolies were charged with rushing people in the vicinity of the Hongkong Hotel, and in each instance the heavy fine of \$10 was imposed.

A Chinese woman residing at Shatankok has reported to the police that early on the morning of the 24th instant four men, armed with chop-pers, entered her house by climbing down a bamboo pole from the roof. They compelled her to hand over the keys of her boxes, searched them, and departed with money and other goods to the value of \$84.

A long-robed Chinese, who yesterday created a disturbance outside the Magistracy while the Magistrates were sitting, was hailed before Mr. E. R. Hallifax and charged. He was shouting loudly outside, but when he appeared before the Court he had nothing to say and his Worship, after impressing upon him the necessity of curbing his temper, bound him over to be of good behaviour for six months.

In a sale of postage stamps concluded in London on September 21, Messrs. Glondining sold the following rare issues:—One Bangkok, 1867, 32s. on 2s. yellow, £11; one 8s., 1883, orange, with inverted surcharge, £12; Straits Settlements, 1883, 8s. in blue in red on 12s., £14 10s.; Perak: 1890, 24s., green, wmk. Crown C. C., wide space between G. and S., £23; Sui-gi Ujong: 1878, 4s. rose, unused, £23; and 1881-83, 2s. brown, £19.

A foreigner in a certain city in Shansi, says the *Westminster Gazette*, noticed that the English mail reached his city in 24 days, but from four to five hours elapsed from the arrival of the courier until the handful of mail matter was sent from the office for delivery, and that in a city a mile and a half in circumference. Mentioning this fact to the local post-office agent the other day, he received an interesting reply: "It is impossible," said this worthy shopkeeper, "that any delay takes place. Why? My clerk so utterly hates foreigners, that he can't bear to see your letters in the shop, and sends them out at once to relieve his feelings, if for no other reason!"

A CHALLENGE.

Mr. G. D. Lundy, Advance Manager for the Great Nicola, writes:—Five Thousand Dollars is hereby deposited to be placed as a side bet to wrestle any athlete disregarding weight or a fighter to box 20 rounds or less at catch weights before the club offering the best purse. Match must take place inside of 20 days, and the only condition that we require is that any athlete accepting this challenge shall first allow himself to be hypnotized by the Great Nicola. All details and articles of agreement can be settled at the box office at the Theatre Royal on Friday or Saturday night.

TELEGRAMS.

[Protected by the Telegraph Message
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THE CHINESE PARLIAMENT.

CONGRATULATIONS TO THE ASSEMBLY.

PEKING, October 25th.
The National Assembly will discuss the memorial drawn up by a specially appointed committee to-morrow.

The majority of the members are in favour of the establishment of parliament at once, but the Palace conferences lead to the belief that undue haste will arouse Manchu opposition, which has been hitherto unexpectedly absent.

The Chinese Press points out that while not menacing the Throne, Parliament will relieve the Prince Regent of excessive responsibilities and labour.

Telegrams have been received from all the Provinces congratulating the Assembly.

JAPAN'S BUDGET.

INCREASE IN NAVAL EXPENDITURE.

TOKYO, October 25th.

The Minister of Finance in his annual Budget speech to the representatives of the Clearing Houses emphasised his determination to adhere to the policy of redeeming fifty millions annually.

The Minister intimated that an expansion of the Naval expenditure had been decided upon, the amount being eighty million yen, spread over six years, in addition to the fixed outlay.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS"]

CLOUDBURST IN ITALY.

EXTENSIVE DAMAGE.

LONDON, October 25th.

Torrential rains following a cloudburst have devastated the provinces of Naples and Salerno.

The rush of mud from Vesuvius partially destroyed the townships of Casamicciola, Cetara, and Torre del Greco.

Twenty-six dead bodies have been recovered.

BRITAIN'S ACTION IN PERSIA.

AN APPEAL TO THE KAISER.

LONDON, October 25th.

At a meeting held by the Persian Colony in Constantinople speeches were made denouncing the British action in Persia, and it was resolved to telegraph to the Kaiser appealing to His Majesty to prevent the partition of Persia.

PORTUGUESE MAILBOAT WRECKED.

SEVEN BRITISH SEAMEN DROWNED.

LONDON, October 25th.

The Portuguese mailboat "Lisboa," with 250 passengers aboard, has been wrecked one hundred miles north of Cape Town.

Seven British members of the crew were drowned, but all the rest were saved.

It is feared that the steamer will become a total wreck.

PORTUGAL'S LEGATIONS.

AGENTS TO REPLACE MINISTERS.

LONDON, October 25th.

A message from Lisbon states that Portugal, for financial reasons, proposes to substitute Agents for Ministers in the various foreign capitals, and to extend the diplomatic importance of the Consular service.

THE POLITICAL SITUATION IN GREECE.

LONDON, October 25th.
The Chamber at Athens, by 208 votes to 31, has passed a vote of confidence in M. Venizelos.

[FROM THE MANILA "CARLENEWS"]

THE CONGRESSIONAL CAMPAIGN IN AMERICA.

WASHINGTON, Oct. 20th.

President Taft at a meeting of the managers of the Republican Congressional campaign gave it out that he has no hope of the party's carrying New York State. It is alleged that the "old guard" of the State are allied with the Democrats in an effort to beat the Progressive Republicans.

So desperate is the situation in the Empire State regarded that it is probable that the members of the Cabinet will take the stump in an effort to pull victory out of what looks like certain defeat. The question was discussed thoroughly at recent meetings, and it is probable that members of the Cabinet will go to New York within the next few days.

WASHINGTON, Oct. 20th.

Political Washington is talking about Mr. Theodore Roosevelt's alleged slight of President Taft. A meeting of political managers was called together at Washington to confer with the President on his return to the capital the day before yesterday. Mr. Roosevelt on his way back from his southern trip was expected to be present, having been urgently solicited to come, and his schedule being such that he could have met with the President. Mr. Roosevelt avoided a meeting with the President intentionally, it is alleged.

THE BANE OF THE PHILIPPINES.

WASHINGTON, Oct. 22nd.

Bishop Charles H. Brent of Manila discussed Philippine conditions before a Washington audience yesterday. Bishop Brent declared that the bane of the islands at present was politics, and irresponsible politicians unfit for the leadership that they assume. Bishop Brent says that in his opinion industry must supplant politics in the Philippines before the islands can hope for prosperity or the people for substantial advancement.

[FROM INDIAN PAPERS.]

PORTUGUESE OFFICERS SPECIALLY HONOURED.

LONDON, Oct. 10th.

Renter telegraphs from Lisbon that the Ministers Machado and Costa visited the Rotunda Camp yesterday. They were surrounded by enthusiastic crowds.

The Ministers presented to the people Major Santos, Naval Lieut. Pereira and Captain Maia, saying that, though the revolution was accomplished by the men, women and children, great glory was due to those officers, who had convinced the incredulous of the certainty of victory. They urged the people to remain calm and work for the prosperity of the Republic.

Several of the military camps will be broken up to-morrow.

THE EXPELLED JESUITS.

LONDON, Oct. 11th.

Most of the Portuguese Jesuits will go to Brazil; some to England. Numbers of monks and nuns have arrived at Badajoz, where they have been accommodated in convents, which are strongly guarded.

HONGKONG LEGISLATIVE COUNCIL.

"TURNING THE TABLES" ON THE HOME GOVERNMENT.

The Hon. Mr. M. Stewart has given notice that at to-morrow's meeting of the Legislative Council he will move the following Resolution:—That this Council desires respectfully to draw the attention of the Secretary of State for the Colonies to the port of origin of all the opium, entering this Colony; and humbly prays him to lay before Parliament the propriety of assisting this Government in its endeavours to discourage the opium vice in its most injurious form by restricting the export from England of the means of gratifying it.

THE RAILWAY.

The Hon. Mr. Murray Stewart has also given notice of his intention to ask the following question:—at to-morrow's meeting of the Legislative Council:—Has the Government distributed a translation in Chinese of the scale of railway freight charges on goods passing between the frontier and Kowloon? If not, will the Government cause such a translation to be made and distributed widely?

GERMAN STOKER ARRESTED ON BOARD THE "YORCK."

A stoker belonging to the N.D.L. steamer *Yorck* has been arrested by Harbour Police at Yokohama on board the vessel, with the consent of the German Consul-General. The man is alleged to have knocked down a Japanese lad, aged eight years, who was engaged in cleaning the steamer's boiler, the lad falling to the bottom of the engine-room a distance of about twenty feet. The reason for this act was that the Japanese stopped work for fifteen too early. The lad sustained severe injuries to his head, and his life is despaired of.

ORDER FOR A TENANTS EJECTMENT.

DEFENDANT REFUSED TO LEAVE AFTER WEEKS OF GRACE.

Mr. A. Shelton Hooper, secretary of the Land Investment Company, summoned G. Harding, the tenant of the third floor of 50, Praya East, for failing to leave that house after having received notice.

His Worship (to defendant)—Have you had notice to move?—I have.

And the notice has expired?—It has.

Have you not moved?—No.

When are you going to move?—According to the summons, your Worship, I am here to say why I did not move.

His Worship—Then, let us have it.—For close upon ten years the owners have drawn rent from me for this particular dwelling. Unfortunately, when I received this notice I was very ill, and the doctor at the time said my case was very serious. I tried to make an attempt to comply with the demand of the landlord, but it was beyond me.

At this stage the defendant asked leave to show his Worship some papers.

His Worship—I don't think you need go through those notes. You are well enough to be here now, and you admit having had full notice.

Defendant—I wish to explain why I could not leave.

His Worship—The only point now is, how long you are going to take to have.

Defendant—I will have to take all my belongings away. A little time will be required.

His Worship—How long will it take you to go?

Defendant—I require a little more time, with the permission of the landlord, to get another dwelling.

His Worship—Have you secured another place?

Defendant—Several. My friends would admit me as a lodger, but they fear that if they did the landlord would clear them out.

His Worship—I'm afraid it's no good your talking to me here. You admit having received your notice, and it's time you went.

Defendant—I am aware that when a landlord requires a dwelling the tenant must leave.

His Worship—When are you going to go?

Defendant—Taking all the circumstances into consideration I would ask your Worship to grant me one month's grace.

His Worship (to Mr. Hooper)—How long will you give him?

Mr. Hooper—The notice for him to give up delivery expired on the last day of August. He complained of sickness, and I continually gave him days of grace and weeks of grace until I could not stand it any longer. Then he was given up to the 21st October. He has simply been fooling the Company, and it is not in the interests of the Company that he should be our tenant, as he prevents our letting the other portions of the house. However, I do not want to be hard on him and would be quite willing for your Worship to make the order for the last day of the month.

His Worship (to defendant)—That is very generous. You have got exactly a week. You understand the state of things: you are given as a special concession till the end of the month to go. If you do not go by then, it will mean taking step to make you.

Defendant—As I said in my letters, I am very grateful for the extension.

His Worship—I think we are only wasting time. If you don't go by the end of the month steps will be taken to make you. Your things will be moved out at your risk.

Defendant—Is that the law?

His Worship—That is what will happen.

Defendant—That is the law?

His Worship—When your landlord does not want you. The house is to be handed over by the end of the month, and you should think yourself lucky that you have got this extension.

Defendant—It knocks me up. I am afraid I will have to lie down or go back to hospital.

His Worship—We can't consider that.

Defendant—May I ask for a fortnight's extension?

His Worship—No. You are given a week.

By next Monday evening you must be out with your belongings.

Defendant—Your Worship—

His Worship—I don't think we need waste any more time. That is the order.

Defendant—Would you kindly make allowance—

His Worship—Every allowance has been made. If you are not out on Monday night you will be removed.

THE NEW P. & O. STEAMERS.

The two new mail steamers now building for the P. & O. Company are similar in type to the present vessels of the "M" class, but of much larger tonnage and greater power. One vessel is being built by Messrs Caird & Co., at Greenock, and the other by Messrs Harland & Wolff, at Belfast. The names chosen for them are respectively *Medana* and *Malaga*. They are the following dimensions:—Length, 550'; breadth, 62' 6"; depth, 39' 3"; and their tonnage will be 12,500 gross, as against 11,000 of the *Morea*, the largest vessel at present running in the Company's service.

Accommodation is provided for nearly 700 first and second saloon passengers. A number of single-berth cabins are arranged alongside the music-room, at the forward end of the hurricane deck, in addition to the usual cabins. The hurricane deck of these ships is continued to join the forecastle, giving more promenade space. Additional cabins are placed in the space thus enclosed. The smoking room in these ships is raised a deck higher than in the other "M" and is placed on the promenade deck, and at the after-end is a verandah and smoking-room in the open. The dining and music-rooms and the divan or ladies' smoking-room are arranged with a view to enhanced comfort and the most perfect ventilation.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. W. Chatham (Vice-President), Hon. Mr. A. W. Brown (Registrar-General), Mr. A. Shelton Hooper, Colonel Bedford, R.A.M.C. (Principal Medical Officer), Dr. Fitzwilliams, Mr. Lau Chu Pak, Mr. Ng Hon Tze, Dr. F. Clark (Medical Officer of Health), Dr. W. W. Pearce (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (secretary).

A MEMBER'S ABSENCE.

The President informed members that he had received a letter from the Hon. Mr. Hewett stating that he had been called away on business and that he would not be able to attend the meetings of the Board during the next month.

THE VETERINARY SUBCOMMISSION.

The reply from the Government relative to nominating any Medical Officer of Health or Assistant Medical Officer of Health to act as Colonial Veterinary Surgeon was as follows:—In reply to your letter of the 14th ultimo I am directed to inform you that the Attorney-General is of the opinion that under the Public Health and Buildings Ordinance as it stands any Medical Officer of Health or Assistant Medical Officer of Health appointed to act as Colonial Veterinary Surgeon should possess the veterinary qualifications, and that when opportunity offers it is proposed to regularize the appointment of Medical Officer of Health or Assistant Medical Officer of Health not specially qualified as veterinary surgeons to act as Colonial Veterinary Surgeons.

The paper was laid on the table.

"WANT OF CONSIDERATION."

A letter from the Government relative to the latrine adjoining Hung Hom Docks was read, in which the Government declined to adopt the recommendation of the Board for the conversion of the latrine into a trough closet.

Mr. HOOPER mentioned—I regret that the Government do not show more consideration for the European employees of a local industry which contributes so much to the rates of the Colony.

The President said that members had before them a letter from the Government with regard to what was practically a petition from the Dock Company to have something done to do away with what they maintained was a serious nuisance at the Hung Hom Docks. A committee consisting of the Medical Officer of Health, Sir Joseph Fayrer, and the speaker, came to the conclusion that the nuisance would be mitigated by turning the latrine into a flush closet. This suggestion the Government apparently did not see its way to grant. The other portion of its letter dealt with the question of removing the sources contributing to this nuisance. It was hoped by making a road from the latrine to the foreshore and by erecting a pier to get rid of the nuisance.

Mr. HOOPER thought the reply from Government was most unsatisfactory. He thought they paid, as he said in his minute, very little consideration to a most important industry which employed a considerable number of Europeans who with their families were resident there. Over 100 were within gunshot of this latrine. This was reported by the Sanitary Board as being a nuisance and dangerous to health in the opinion of the Board's medical officer. They took the trouble to appoint a committee who suggested means whereby this nuisance might be mitigated, but the Government drew a red herring across the pathway by saying that it was possibly brought about by the staff being carried not only from the latrine but from other places in the neighbourhood to the night-soil boat. Their reason for not carrying out the suggestion of the committee was because in the first place the revenue of the Colony would be reduced by \$900, the price which the staff brought in the market. Another reason was that if there was a water-carrying system and it was pumped out into the harbour it would contaminate the harbour. He would like to ask whether this was likely to make it worse than it is at present with the tremendous population on sampans and junks who used it at present. It was a very feeble argument, and considering the Dock Company were the people most concerned and offered to bear part of the expense, he thought that very scant courtesy had been shown to members of this Board and particularly to the intelligent select committee whose report the Board had unanimously adopted. He moved that the matter be brought up again in three or four months' time so that they might see the result of the means now being taken to mitigate the nuisance and so that the matter could be discussed again then.

The President said he believed the other members of the committee as well as himself were under the impression when they made the suggestions they did that there was no objection to the discharge of sewage into the harbour. It was news to him that there was no scorn at this particular place.

Colonel BEDFORD seconded the motion, which was carried.

UNFILTERED WATER AT POKFULAM.

The letter from the Government relative to the supply of unfiltered water from Pokfulam reservoir was as follows:—

"With reference to your letter of the 29th ultimo I am directed to inform you that the Director of Public Works has informed the consumers of unfiltered water from Pokfulam reservoir that the water as supplied to them is unfiltered, and that he advises them to boil it."

Dr. FITZWILLIAMS mentioned—I don't think that this is sufficient. What is wanted is clean water, not advice to boil what is served out. All the consumers in the Pokfulam district do not read the water reports, and in consequence would not realise the danger even if they understood the significance. Warning them, therefore, by whatever means are employed, does not shift the responsibility of the Government in an important matter.

Hon. Mr. HEWETT—This case confirms the report of the sub-committee that the water in Pokfulam is unsafe at certain times.

The REGISTRAR-GENERAL—Who are the consumers of this water? Are there any Europeans?

The PRESIDENT—The Dairy Farm and the French Monastery.

The REGISTRAR-GENERAL—Has notice been served on the Dairy Farm?

The PRESIDENT—They have been advised to boil the water, I understand.

The VICE-PRESIDENT—The Board must remember that it is not possible to give individual supply of water to every individual who occupies a house in any part of this Colony. If any attempt is made to enforce the suggestion of the Board the only alternative would be to cut off the supply of this water to these people, which would put them to much more serious inconvenience than they suffer at the present time by having to resort to the boiling of such water as they use for domestic purposes. From the locality in which they are situated they would have to fall back on the supply from wells, and it is doubtful if they would contain a sufficient supply for their requirements. Therefore it is a considerable boon to them to obtain this supply of unfiltered water.

The REGISTRAR-GENERAL—I think that would be a good enough reply were it not for the fact that the supply of water to the Dairy Farm affects people living in other parts of the Colony. That seems to me to be the most serious point.

Dr. FITZWILLIAMS—I think this is a most serious matter. The reply from the Government that people are to be advised to boil the water is entirely unsatisfactory. People who are going to have this notice served upon them will probably not read it, but the point is, that because we have not had an epidemic it does not follow that we shall not have one. An epidemic will occur. Who is going to be the scapegoat? The Government got first choice, and the Sanitary Board will get the blame. A bad epidemic means a fearful panic, and people will be asking for a commission on the water supply and reports will be published that the Government have been issuing water which is manifestly dangerous. For some time, somebody has got to stand as scapegoat. I think the Board must protect itself in this matter, as they are the obvious people on whom the blame will be laid.

The letter was laid on the table.

LIGHTING OF TSIMSHATSUI MARKET.

A minute by the President on the lighting of this market was submitted, and the President explained that the Public Works Department and the Sanitary Board were partly responsible for the work. The tenders for the insulation had been submitted to the Public Works Department.

The REGISTRAR-GENERAL—The question for the Board is whether we shall employ gas or electricity?

The PRESIDENT—Yes.

Mr. HOOPER said he never heard a more astonishing proposal. The Board was being asked to approve of the lighting of the market, but no figures were supplied. When he asked for the tender to be submitted he was told that it could not be because it had been sent to another department. He described this as buying a pig in a poke. On a previous occasion a sub-committee had considered the lighting of the Central Market and had received the thanks of H.E. the Governor for having been able to effect a saving in the lighting to the extent of about fifty per cent. The President had put before them certain facts about the tender which had been received from the Electric Light Co., but he had not told them anything as regards the conditions.

The PRESIDENT said the Company was prepared to make the installation.

Mr. HOOPER pointed out that if the tender for the installation was accepted it would mean that the Board would be in the hands of the Electric Light Co. to charge anything they liked for current. He would like to know the cost per month and compare it with that for gas so that the Board could see which it was worth their while to accept.

The PRESIDENT stated that all the information as to lighting was in the minute.

Mr. HOOPER contended that the Board should obtain an estimate from the Gas Co. and see which would be cheaper and better.

The VICE-PRESIDENT said that it received itself into the question of what lights the Board would consider the most satisfactory.

Mr. HOOPER—Taking into account the cost.

The VICE-PRESIDENT said they must, of course, study the cost.

Mr. HOOPER proposed that the question be delayed, and a tender obtained from the Gas Co., so that the two could be considered.

Colonel BEDFORD seconded, and the motion was agreed to.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 25th at 11.55 a.m.—The barometer has fallen slightly over S. Japan and the Bonins, and risen moderately to slightly over S. China, the Southern Loochoos and the Philippines.

The shallow depression lying between the Loochoos and the Bonins, is moving towards the E.N.E.

Pressure is high over the Yangtze valley. Fresh monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood. N.E. winds, fresh; fair. Same as No. 1. South coast of China between Hongkong and Loochoos. Same as No. 1. South coast of China between Hongkong and Hainan. Same as No. 1.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, October 5th.

SIR FREDERICK LUGARD AND THE UNIVERSITY.

In the current number of the *Nineteenth Century* Sir Frederick Lugard has a powerful plea for British donations to raise the remaining £100,000 needed to put the Hongkong University on a safe and sound footing. It is, on the whole, the best statement of the case for Western education in the Far East that I have ever heard or seen. Sir Frederick adds to a survey of the situation:—

"Nations are actuated neither by motives of evangelism nor of philanthropy, but it is not consonant with the traditions of Englishmen to stand aside and refuse secular help to a nation rightly struggling to be free from the trammels of ignorance and superstition. It is the pride of ignorance which to-day prevents the Chinese from benefiting, as the Japanese have benefited, by the scientific knowledge of the West. To-morrow, when this phase of prejudice is past, China will recognise the debt she owes to those who have assisted her, while respecting her present prejudices, to gain the knowledge she desires. What England has done for India and for Egypt in mitigation of famine, by introducing railways which can carry food to stricken districts, and by remedying a deficient rainfall by irrigation; what she has done in arresting germ-born diseases—plague, malaria, cholera, and small-pox—by medical science, she can help China to do for herself and she can mitigate her poverty by teaching her how to develop her unutilised mineral and agricultural resources. And in so doing she will strengthen the bonds of friendship both now and hereafter, and reap a material reward in the development of the future. These are legitimate ambitions, whether to the philanthropist or to the merchant; nor will the movement and aspirations of a vast nation be checked or altered merely by a lack of sympathy on our part. It is better to help than to stand by as an apathetic spectator." Incidentally Sir Frederick suggests that such a movement as this University movement indicates that the Crown Colonies as well as the great autonomous "Dominions" of the Empire are becoming articulate and giving indications of an unsuspected vitality and a capacity for dealing with problems which lie beyond the horizon of the ordinary trader or merchant.

The £600 raised by the China Association strikes Sir Frederick as showing up rather badly against the sums raised in the Far East, and he appeals for a generous response for this present appeal, concluding with the hope that "the British public will not make the last Budget, or some similar excuse, a pretext for allowing themselves to be outdone in generosity by Chinese, where an institution of Imperial importance in a British colony is concerned."

Along with Mr. Andrew Carnegie, Sir John Jordan was made a freeman of Belfast the other day. Mr. Carnegie, in responding to his health at a civic luncheon, got on to his favourite subject of peace advocacy. Sir John Jordan spoke of the relations of Ireland to the Far East. Their trade relations with the Far East, he said, were considerable, but what was more important there had been an export of men. Belfast and Ulster, more than any other portion of the United Kingdom, had contributed men for Imperial service to the East and Far East, including Lord Dufferin, Lord Macartney, Sir Henry Pottinger, and Sir Robert Hart. The last ten years had seen more progress in China in the European sense of the word than the previous ten centuries. When he first went to China in 1876 there was only one line of railway, and that was only for a distance of ten miles, but now railways were being constructed throughout the vast empire. Nor was the change principally a material one. The intellectual development of the country was equally remarkable. What all these momentous changes might produce no wise man would venture to predict, but he thought he might say that the innate stability of the Chinese character, the love of peace, and above all the sanctity of their family relations justified the hope that the reform would make for peace and for the good of the world.

SIAM AND KING GEORGE'S CORONATION. Considerable importance is attached to the visit of the Crown Prince of Siam to attend the Coronation next year, quite apart from the added touch of the picturesque that will be given to the proceedings by the inclusion of this representative of the flourishing little Oriental State. For along with him will come a number of nobles who will while here study our industrial conditions, with a view to deciding how far the mechanical resources of Siam may be improved. As they mean to do the principal centres of industry rather thoroughly they may stay longer than the Prince.

[These arrangements are probably upset by the death of King Chulalongkorn and the accession of the Crown Prince to the Throne, announced yesterday.—Ed.]

JAPANESE COMMERCIAL DEPRESSION.

Following the Anglo-Japanese Exhibition the painful subjects of the Mikado are getting their commercial representatives out on the road so that any commercial advantage accruing to the advertisement given by the exhibition to Japanese wares will not be wasted. The warehouse and wholesale house quarters of the City, round Aldersgate Street, are full of these smart, alert drummers for business in "soft goods," and they make up for any lack in the command of the language by any amount of grit and push. One of them told a British business man he had sold £1,500 worth of goods in six weeks. "But will that pay you?" asked the Englishman. "No," he replied, "but it will open trade, and that is what I am here for."

BRITISH OFFICERS FOR THE CHINESE ARMY.

I understand that, in response to a request from the Chinese authorities, at least one, and it may be three, officers will be nominated for service in the reorganisation of the Chinese Army. If it is decided to nominate three, each will represent a separate arm of the service—cavalry, artillery and infantry. The Japanese Government at first raised objections, because it was feared the appointments would lead to the selection of many other international officers. But explanations, I understand, have smoothed the way and the objections have been withdrawn.

GERMAN CROWN PRINCE AND AMERICA.

The American love for lionising poets and princes has given the Crown Prince of Germany a keen disappointment. For he wanted to go by way of America and the Pacific on his Oriental tour, but the fear of undignified scenes made the Kaiser insist on the reverse route. For it is still remembered in Germany how the American women fought to see Prince Henry of Prussia when he spent two strenuous democratic months in the States. The New Yorkers, who had mobbed him and ripped the buttons off his coat as he sailed, he left easy under the impression that they had given him the "time of his life," but when he got home he let it out to his intimates that however well meant the attentions were they were too boisterous and obtrusive for flesh and blood to stand—unless born to the American atmosphere of brazen bustle. The Crown Prince has already shown that he is an admirer of American girls by falling in love with one or two before he married. He has always been keen on seeing their country and the sky-scrapers that are reared by men who have raised the cost of living almost as high. If he has to come home by the Siberian railway—and at present the Kaiser is adamant—he will be a most disappointed young man. He would risk the hubbub told of by his Uncle if only he could jog across the United States in a Pullman car and study land and the human types in the dominion of the dollar.

THE STEAMSHIP PASSENGER.

There was a case this week in the City of London Court that may be of interest, if not of importance, to some of your readers. Mr. Henry J. Eck, with his wife and daughter, went to Capetown in August last year on a Union-Castle boat, travelling first class. They returned in December, paying fifty-six pounds for accommodation. After they had been at sea some days Mrs. and Miss Eck—it was declared, could not occupy their cabin any longer because there was a complete absence of ventilation. Now in the literature issued by the Company it is stated that a complete system of ventilation had been adopted and that electricity was brought to bear on the cabins, saloons, etc., by the adoption of a large number of electric fans. Yet there was no fan in Mrs. Eck's cabin, and Mr. Eck had to pay £2 10s 0d more to enable him to occupy a cabin where the electric fans were not working. So the result was he had to sue to recover this or the contention that there had been breach of contract and misrepresentation. The cabin without a fan was quite intolerable. The port-holes of the cabin could not be kept open because of the trade winds. The Company urged in defence that electric fans were not guaranteed for all the cabins. Counsel added, "This case is of great importance to all steamship companies, as actions may be brought against them broadcast." But Judge Beantson said on reading the booklet he felt sure every-one would think all the cabins had electric fans in them, whereas this cabin allotted to Mrs. Eck had not. If there had been a fan in the cabin, no matter how badly ventilated it was, the Company would not have been liable. If fans had been provided and they had gone wrong there would have been no case. Therefore in the present circumstances, judgment must be given for Mr. Eck with costs. Leave to appeal was refused.

AN OLD SAILOR.

At BoNESS the death has just occurred of Tom Grant, at the age of 78, after a varied life. The son of a whale harpooner, he was born with a love of the sea, and at the age of eleven was apprenticed for four years to the whaling trade. After a while he was shipwrecked on the coast of Greenland, and had a hard time with his companions before reaching a Danish settlement. After his apprenticeship he entered the merchant service and then changed to the Royal Navy. At the outbreak of the Crimean war he took part in the blockading of the Baltic in 1854. Three years afterwards he was at Calcutta during the Indian Mutiny and then he was sent to Hongkong, on the news coming of disturbances in China in 1869. There he helped to cut the heavy chains and hawsers that barred the advance of the British fleet. He saw the burning of the Peking Palace and soon afterwards retired from the Navy to act as gatekeeper and diver at BoNESS Dock.

THE NEXT ELECTION.

When is the election to come on? Well, at Lloyd's they evidently don't think it will be yet awhile, for the odds they lay against an appeal to the country any time next year are about two to one. But in the meantime there are some lively games going on in politics. To begin with, there is the party conference on the Lords vote that is trying to fix up a working arrangement so that the Coronation may be free from electoral strife and yet give no points to the Radical "hickers" who would at once attack the Premier for his "treachery." Then there are the Liberals who are side-stepping around, trying to look pleased because there is now an outcry for payment of members such as they have been advocating for years. Finally there is the declaration of F. E. Smith, K.C., M.P., the young hopeful of the Conservative party, and some papers for payment of members, while other Conservatives and some other papers are

demonstrating the proposal as treachery to the high principles of the defenders of the constitution against the advance of Socialism.

THE CORONATION.

There are already plenty of signs of the approach of the Coronation, though that event is not fixed till June 21st. There is lively booking, even now, for seats on grand-stands and at windows, and as for the best rooms at the leading hotels they are mostly taken by American millionaires or such dollar-magnates. The boom orders also extend to house decorators on the line of route, for everybody wants to present a clean house front wherever a procession is to pass. Very likely, too, they expect to get it all back by letting their widows in cases where the money is of any consequence. And for the entertainment of visitors to town there will be plenty of shows, apart from the pageant of Imperial troops and international representatives. The White City at Shepherd's Bush will have a special Coronation exhibition, probably of all British goods, at Earl's Court there will be another, and at the Crystal Palace there will be the Pageant of Empire that was postponed from this summer.

THE POWDER-KEG OF THE NEAR EAST.

How close the spark is to the powder keg in the Near East hardly anybody knows outside that region, writes a correspondent of mine in Constantinople. The Greeks are screaming insults at the Turks, convinced that they may say what they like and the Powers of Europe will save them from the avenging scimitars of the Moslem hosts. Yet Austria and Germany are friendly to Turkey, and only Bulgaria would rejoice at warfare. And all this time, even since April, fifty thousand men have been employed on a war footing in Albania, within striking distance of the Greek frontier, by the Young Turks. The ostensible reason is to cow the rebellious Albanians, but that is only a pretext. The real reason was that the Macedonian Reditis were in need of field training; and now they have had it they are the hardest and best suited force in Europe for mountain fighting. If once the spark gets into the powder-keg, therefore, the dismal rout through which the degeneracy of the Greeks became a byword for the world during the last war with Turkey will seem as a gentle jaunt compared to the chaos that will fall upon the land when the hosts of Allah sweep down on the country with flaming sabres and hearts full of long restrained hate.

OIL WAR.

STANDARD OIL TRUST'S CHALLENGE.

The Standard Oil Trust on the 3rd inst. issued an important statement with reference to the reports current in Europe regarding a trade war in oil. It declares: "Notwithstanding the enormous over-production of crude oil, there have been fluctuations in the past six or seven months upon the new oil companies for the purpose of securing a steady and successful production of oil over the world. It is a foregone conclusion that only a very few of these companies will ever successfully reach the stage of producing oil in any way become business, for it is not to be expected that any already established petroleum companies will be willing to step aside to make room for them."

The Standard Oil Trust announces that in view of these conditions it has "inaugurated a campaign to increase the world's consumption of refined oil" by making "considerable reductions in prices in the East and in Europe."

It gives statistics to show that the production of crude oil in the United States has increased by 60,000,000 barrels in the three years 1906 to 1909, or two-thirds of the entire world's increase.

SINGAPORE DOCKS.

The works now in progress at Singapore for the Tanjong Pagar Dock Board include an extensive reconstruction of the main wharf. Where the nature of the ground and depth of the general method of construction by concrete blockwork walls, the wharf is carried on wrought iron cylinders sunk to the required depth and filled with concrete, a steel superstructure of girders and trough piling being laid on them to form the floor. The length of the wharf constructed in this manner is 1,830ft., the width of the floor being 62ft. 3in., and the depth to which the cylinders are sunk varies between 50ft. and 84ft. A length of 1,200ft. radius, and there are two bends or knuckles, necessitating special construction of the girders and flooring. The wrought iron cylinders, of which there are three rows across the wharf, are built up of plates and sections, the bottom lengths being 10ft. in diameter for the middle. They are provided with a cutting edge, and all rivets are flush on the outside. The shafts of the cylinders are 8ft. in diameter for all rows, and are in 8ft. lengths, provided with flanges for bolting up, taper or "coned" lengths being introduced between the sections and the bottom lengths. A selection of making up lengths varying from 1in. to 4ft. in length is sent to the site to enable the cylinders to be finished level at the top. Each length of cylinder is shipped in four pieces, which are riveted together on the site to form a complete segment. The segments or lengths are connected together by turned bolts, and all flanges are faced in the lathe. The flange holes are drilled through jigs. The cylinders are braced together transversely by strong box struts near the top, and carry the transverse floor girders, which are of massive box section on bed stones founded on the concrete "hearthings." Five rows of longitudinal girders run in between these transverse girders, and on the grid thus formed steel trough flooring is laid. Cast iron bollards, of both hook and mushroom type, are placed at intervals on the floor, and are secured by ties reaching well down into the concrete of the cylinders. Two tiers of braced wall girders are carried by the top lengths of cylinders on the face, and strong fender beamings for the reception of the greenheart timber fenders are bolted thereto. About 10,500 tons of wrought iron and mild steel and 450 tons of cast iron and steel are required. The contract is being carried out by the Thames Ironworks, Shipbuilding, and Engineering Company (Limited), who have now despatched about 6,000 tons of the work. The engineers for the work are Messrs. Coode, Son & Matthews—Times.

SPORT.

"OUR COSTLIEST RELIGION."

Sport is called by the *Glasgow Evening News* "our costliest religion," and it puts that cost at £25,248,496 in one year. And this, it suggests, is the way the money goes:—

GRAND SUMMARY COVERING THE COST OF SPORTS FOR ONE YEAR IN BRITAIN.

	Invested.	Expended.
Turf	£4,000,000	£3,698,000
Shooting	—	7,246,707
Dog shows	—	914,653
Courting	—	217,536
Hunting	—	15,520,600
Field trials (sporting dogs)	—	6,000
Fishing	750,000	165,000
Yachting	5,000,000	1,800,000
Concoching	150,000	50,000
Horse shows	250,000	80,000
Sports of the people	10,000,000	15,000,000

£25,248,496

ON DEPRESSIONS IN SPORT.

"It is the charming attribute of the British that no depressions of trade, no looming menace of foreign supremacy in the markets of the world, will abate their indulgence in any marked degree," adds the *Glasgow Evening News*. "We spend more money on recreations than any other race. The above sum excludes theatres, music halls, holidays, and alcohol. The Turf itself extracts nearly £4,000,000 each year from the pockets of its votaries, and to this must be added the amounts permanently invested in the sport which would include the value of 5,000 horses in training, say, £2,500,000, and the cost of training down and courses, £1,500,000. Probably nothing short of £5,000,000 a year is involved."

In golf £3,000,000 annually is circulated in Britain. Cricket and football must mean the expenditure of at least £10,000,000. Other sports, such as yachting, cycling, boating, tennis, and whippet racing may be estimated at £15,000,000 a year the total expenditure of the sports of the masses cannot be far out of the way. The amounts invested in grounds, pavilions, fixtures, etc., are supposed to be nearly £10,000,000, so that the totals for the people's pleasures sports outside of the Turf, yachting, and motor racing will run far in excess of the more lordly sport of horse-racing.

THE HUNT BILL.

"If the fox were to become extinct in Britain it would save the country £15,500,000 a year—until some other quarry took its place. The figures spent on fox-hunting and cognate sports in this country are obtainable in approximate accuracy. We have £10,150,000 worth of hunting horses, £256,200 worth of fox-hounds, stag-hounds, and harriers. It takes £4,000,000 to maintain our harriers, £510,000 to keep the packs. The amount circulated by hunting men in the English shires cannot be estimated, but it is enormous."

SHOOTING AND FISHING.

"When we come to shooting and fishing the cost involved is indicated by the fact that the amount collected for game licences for a year is over £180,000, and for gun licences £12,000. There are at hand four volumes of fine prints aggregating 2,059 pages, all pertaining to shooting, fishing, and rents in Britain. The rents of shooting and fishing to let total between £15,000,000 and £20,000,000 per annum. Wages, gratuities to sportsmen and allowances to farmers, the keep of dogs, expenses of gamekeepers, clothing, the rearing of partridges and pheasants and gun and game licences bring the cost of shooting up to at least £1,250,000."

THE FALL IN CONSOLS.

The *Pall Mall Gazette* of the 23rd ult. contained the following comment on this subject:—Consols recovered a little to-day as the result of the efforts of the Government broker, but the recent severe fall in the market. The unsatisfactory features of the fall in our premier security are the loss of influence which it has on markets generally, and the unpleasantness of the position for banking and other institutions which hold large amounts of the stock. Most of these institutions have their Consols written down to 80, and it is obvious that even if the price falls no further, they must write down their holdings in their balance-sheets still further. Of course, the reserves of these institutions are large, and the burden should be easily borne, but it is not pleasant to have to apply even reserves to this purpose. The steady and persistent decline of Consols in spite of the glut of capital and the continued release of large sums by the Treasury is a nasty feature in our political situation. Granted that the trade improvement continues, it is evident that the tendency must be to depress quotations still further by the more extended field existing for capital. It is perfectly evident that nothing except departmental purchases has saved the Consol quotation from falling to 80 or there, and it is difficult to see what can keep the price from going still lower. It is not a pleasant commentary on the course of legislation. There is not the slightest doubt—doubt—the most bigoted and blind Radical can discover it for himself if he should make a few inquiries in the City—that there is a feeling of profound mistrust as regards the treatment of capital in this country by the Government. The evil results are naturally felt by the premier security, which is still hopelessly out of favour, and nobody seems willing to say a good word for the stock. Let past adverse influences—the wars, the rubber collapse, or what not—have been what they may, the stock ought at the present time to be on the up grade. Instead of that, everybody is asking to what figure it is likely to fall, and there is not any sign of fresh business to serve the market.

THE FIRST JAPANESE DREADNOUGHT.

Many of the Japanese papers publish leading articles referring to the launch of the battleship *Kawachi*, which ceremony took place at Yokosuka last week. The *Kokumin* says the construction of the *Kawachi* reflects the development of the shipbuilding industry in Japan. The *Kawachi* has a displacement of 20,850 tons, twelve 12-inch guns in addition to smaller armament, and is steam 20 knots. The *Kawachi* is three times stronger than the *Albatross*, and is even superior to the British Dreadnought, though she is rather behind the British battleship which was launched in August last. The *Nippon* points out that the *Kawachi* is the first of the Dreadnought type built for the Japanese Navy. The *Kawachi* represents all the knowledge acquired in the late war. The battleship being built in eighteen months. The paper points out that Germany and Japan are adopting the same kind of gun, while Great Britain and the United States use another type.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 35. Telephone No. 12. Telegraphic Address: "Press" Codes: A.B.O. 5th Ed. Lister's.

NEW ADVERTISEMENTS

INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

SMOKING CONCERT.

THE FIRST SMOKING CONCERT of the Season will be held at the Institution Rooms, on SATURDAY, the 29th Oct. 1910, commencing at 9 p.m. Tickets may be obtained from the Secretary, Hongkong, 25th October, 1910. [1217]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Hongkong, Madras and Mauritius.)

THE Steamship

"LIGHTNING,"

Captain E. P. Smith, will be despatched for the above Ports on MONDAY, the 31st inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents. Hongkong, 26th October, 1910. [1205]

"SHIRE" LINE OF STEAMERS, LTD FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE,"

Captain G. C. Cuddy, R.N., will be despatched on or about the 7th November.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Ltd., Agents. Hongkong, 26th October, 1910. [1220]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG,"

having arrived from Sabah Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo including the discharge or remaining on board after 4 p.m. on the 26th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. JARDINE, MATHESON & Co., Ltd. General Managers. Hongkong, 25th October, 1910. [14]

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KANSAS,"

Captain Linklater, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 31st inst., at 3 p.m.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by SHEWAN, TOMES & Co., Agents. Hongkong, 25th October, 1910. [1215]

FROM EUROPE.

THE H.A.L. Steamship

"SUEVIA,"

Captain Kotke, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-warehouse Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 31st inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo

Ex ss. "Portland" from Stettin.

Ex ss. "Sonneck" from Stettin.

Ex ss. "Germania" from Gotenburgh.

Ex ss. "Theresen" from Brest.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 25th October, 1910. [1216]

WANTED.

A Small STEAM CRANE, capable of lifting 2 tons at a Maximum Radius of 15 feet.

Please reply under "X. X. X." Care of "Daily Press" Office. Hongkong, 25th October, 1910. [1212]

PUBLIC COMPANY

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that 4 shares numbered 7701/7704 in the above-named Company standing in the name of Mr. YEONG NAI ON of Hongkong, has been LOST and should the same not be produced before the 2nd proximo, a new Scrip Certificate will be issued to the said Mr. YEONG NAI ON, and no transaction taking place under the old Scrip Certificate will be recognized by the Company. JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 18th October, 1910. [1189]

NOTICE OF FIRM

SUN SHING.

THE BUSINESS of the SUN SHING is now being carried on in co-partnership by the undersigned at the usual address, No. 90, Queen's Road Central, Victoria, Hongkong, and Mr. LEUNG WING FO has been Appointed MANAGER. The Public are respectfully solicited to continue their patronage and confidence, and their Orders will be carefully and promptly carried out.

NG HON CHEI, TSI YUM CHEI, SUM PAK MING, FUNG HEUNG CHUN, CHAN SING HO, CHEUNG YUNG CHAU, CHEUNG MAN HING, CHAN TSE MUI, LEUNG HOK LAU. Hongkong, 11th October, 1910. [1165]

INTIMATIONS

AT THE HAPPY RETREAT. (Opposite the Race Course.)

COME AND WITNESS THE GENUINE FIREWORKS DISPLAY, TO-NIGHT (WEDNESDAY), 26th inst., Last Night, from 7.30 to 11 p.m.

PLACES OF ADMISSION: Reserved Seats ... \$1.00, Ground Seats First Class ... 0.50, Ground Seats Second Class ... 0.30. Tickets to be obtained from: U UN, Wong Nai Chung, and Messrs. SINCERE & Co., Des Vaux Road Central. Hongkong, 25th October, 1910. [1210]

NOTICE OF REMOVAL.

WE have This Day REMOVED our Offices to No. 8, DES VOUX ROAD CENTRAL, 2nd floor (corner of Des Vaux St) WEASER & HAVEN, Architects and Surveyors. Hongkong, 1st October, 1910. [1134]

MINISTERING CHILDREN'S LEAGUE.

UNDER THE PATRONAGE OF HIS EXCELLENCY THE GOVERNOR.

A BAZAAR and FANCY FETE will be held in the VOLUNTEER PARADE GROUND (by kind permission of the Commandant and Officers, Hongkong Volunteers), on SATURDAY, October 29th, from 2.30 to 6.30 p.m.

4 p.m. CHILDREN'S PLAY. Proceeds to be divided amongst various local charities for Children, and the Hongkong Cot in the M. C. L. Home at Otterburn, Surrey.

If wet, the Bazaar will be held in the Volunteer Drill Hall.

NO CHITS TAKEN. Hongkong, 24th October, 1910. [1202]

THESE TALES are not the woven tissue of the writer's brain, but are veritable STUDIES FROM LIFE, from the author's large observation among the sort of people depicted. The book reveals undercurrents and conditions of life in the Far East little known to the ordinary resident. KELLY & WALSH, LTD. Hongkong, 27th September, 1910. [1114]

JUST PUBLISHED: "POPPY PETALS," By D.R.C. Author of "LUI SING," "The Flight of an Arrow," &c. Price \$3.50.

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ENTERTAINMENT

RETURN ENGAGEMENT OF

THE GREAT NICOLA

THE MYSTIFIER.

TWO DAYS ONLY.

FRIDAY, 28th OCTOBER,

AND

SATURDAY, 29th OCTOBER.

Those not having had the pleasure of witnessing the Wonder of the Age will have the

LAST OPPORTUNITY

ON FRIDAY AND SATURDAY.

ENTIRE CHANGE OF

PROGRAMME.

Tickets at ROBINSON PIANO Co.

MATINEE:

SATURDAY, 29th OCTOBER.

Hongkong, 24th October, 1910. [1203]

FOR SALE

FOR SALE.

REMAINING Portions of MARINE LOT 31 and 36, at PRATA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd., ENGINEERS, &c., PRATA EAST, HONGKONG. Hongkong, 8th June, 1906. [84-168]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS. PRICE — \$3.

DAILY PRESS OFFICE. Hongkong, 21st February, 1910. [316]

CHEESE

CHEESE

CHOICE

CANADIAN STILTON.

60 Cents Per lb.

THE

DAIRY FARM CO., LTD.

[42]

JUST RECEIVED and FOR SALE for the PRESENT SEASON.

From the AGRICULTURAL and HORTICULTURAL ASSOCIATION of LONDON.

A selection of the best varieties of their famous and tested

VEGETABLE and FLOWER SEEDS.

ALSO GARDEN FERTILISERS, BOOKS ON GARDENING, &c., &c.

GRACA & CO., 113, 27, Des Vaux Road, HONGKONG.

NEW CARTRIDGES.

By popular English Manufacturers. In all Boxes and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 55SG at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 26th October, 1906. [1181]

AUTOMATIC BROWNING

POCKET PISTOLS.

Calibre 7.65 mm. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & Co. Hongkong, 6th March, 1907. [39]

TO LET

TO LET.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Office.

One GODOWN in MASON'S LANE. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 8th March, 1910. [95]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in completion of Messrs. JARDINE, MATHESON & Co., Ltd. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st October, 1910. [89]

TO BE LET.

No. 19, ROBINSON ROAD, with Entrance also on CONDUIT ROAD, a desirable residence, 5 ROOMS, with garden attached, well situated. Apply to—Messrs. J. M. ALVES Co. Hongkong, 22nd October, 1910. [1201]

TO LET.

In SHAMSHU, BRITISH CONVERSION, CANTON. A SIX-ROOM HOUSE, situated in Central Avenue, suitable for Office and Residence. For Sale Two valuable Ground Lots, Middle Avenue. For Particulars, apply to—HERBERT DENT & Co., Canton. Canton, 22nd September, 1910. [1106]

TO LET.

"HOMEVILLE" 153, WANCHAI ROAD, TEN ROOMS. Good View of Harbour. Apply to—ARRATTON V. APCAR & Co., 14, Des Vaux Road Central, 1st Floor. Hongkong, 24th September, 1910. [1124]

TO LET.

No. 21, CONDUIT ROAD, Clifton Gardens. Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House. GODOWNS, 151 to 155, PRATA EAST. OFFICES No. 2, Connaught Road, 3rd Floor.

HOUSE in Wong Nai Chung Road. OFFICES in YORK BUILDING. No. 10, DES VOUX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The "Tram stop" at the door.

Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st October, 1910. [8]

TO LET.

GODOWN, No. 5, DUDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st October, 1910. [94]

TO LET.

MODERATE RENTAL. HOUSES in Observatory Villas (6 Rooms), Kowloon. Electric and Gas laid on, Tennis Court. Apply to—ARRATTON V. APCAR & Co., 14, Des Vaux Road Central, 1st Floor. Hongkong, 28th July, 1910. [874]

TO LET.

OFFICES, Hotel Mansions. Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 2nd February, 1910. [151]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yauwatt, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [790]

TO LET.

ENTERTAINMENT

HARMSTON'S
GRAND CIRCUS

AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.
GRAND OPENING NIGHT!
FRIDAY, OCT. 28TH, AT 9 P.M.
Location: CAUSEWAY BAY.

OUR NEW ALL STAR COMPANY OF LONDON AND CONTINENTAL ARTISTS
30 IN NUMBER 30

JOHN ROUGAL'S

Most up-to-date Animal Act in the World.

FIVE FULLY GROWN TIGERS

Performing in a Large Cage erected in the Circus arena.

THE BROTHERS KAVANAGH,

AUSTRALIA'S PREMIER SOCIETY JUGGLERS.

THE WEITZMAN TROUPE

(5 in Number)

Gymnasts, Equestrians and Acrobats.

THE TRIO FROLIO

Two Ladies and One Gentleman.

THE SISTERS LOUISE AND ANGELINA BASCA

In their great Surprise Sharpshooting Act with Repeating Rifles and Pistol.

(Cartridges 22 Shot.)

PICCOLO AND FLORI (CONTINENTAL COMEDIANS)

With their Canine Wonders, who appeared before the King and Queen at Buckingham Palace.

ALSO THE FUNNY DUMMY AGOUSTE "SHADOW"

Who Performs throughout the Whole Programme.

RUDSIT, TRAMP CYCLIST.

Miss JESSIE BOWER.

Song and Dance Artists.

AND THE CHAMPION ALL ROUND DUO,

DICK HAYES.

Talking and Singing Clown.

NOVELTIES.

The Miraculous Mime.

JENNIE & WILLIE HARMSTON-LOVE.

OUR STUD OF PERFORMING HORSES AND PONIES TRAINED AND INTRODUCED BY

ALFRED RYAN.

OUR BEAUTIFUL ARAB STALLIONS.

Our Menagerie consists of Performing ELEPHANTS, TIGERS, LEOPARDS, BEARS,

KANGAROO, EMU, AFRICAN BABOON, DOGS, MONKEYS, etc.

Booking for Boxes and First Class Chairs at Robinson Piano Co.

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SATURDAY AFTERNOON, OCT. 29TH.

Doors Open at 5 o'clock. Performance at 4 P.M. sharp. Children Half-Price at Matinees only.

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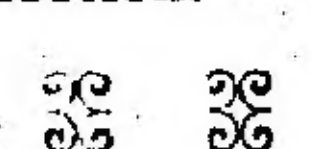
COL. BOB-LOVE ... Manager.

R. ALTON ... Agent.

W. H. BROWNE ... Agent.

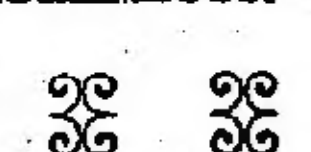
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in Tropical Countries useCALVERT'S
Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against
Infection.

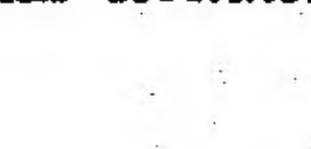
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You will appreciate the feeling of thorough purification caused by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Freedom from
Skin Irritation.

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Which meets your special need?
Each suits the climate.

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DAVID GORSAR & SONS

MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARRER & CO
Sole Agents. [535]

THE PORTUGUESE REVOLUTION.

FIRST PRESS CORRESPONDENT'S
DESCRIPTION.

GRAPHIC AND DETAILED ACCOUNT.

The special correspondent of the Daily

Chronicle at Lisbon telegraphs:—

"When I escaped from Lisbon on Wednesday

in a ship bound for Vigo, the revolution, which

was premature and unexpected even by the

Council of Republicans, was victorious all along

the line. Four-fifths of the city was then in

the hands of the revolutionaries. The mass in

the people were apathetic and took little part in

the fighting. The struggle was mainly

between the loyal and the disaffected troops

and was in no sense a popular uprising. Most

of the inhabitants hid in cellars and did not

issue from their homes till the danger was over.

The loyal troops, especially the Municipal

Guard, were fighting for thirty hours. They

fought with remarkable bravery, and though

they outnumbered the Republicans they were

disheartened by the want of enthusiasm on the

part of the officers, many of whom secretly sym-

pathized with the revolutionaries. Weakened

by losses and lacking leadership, small bodies of

Republicans, at different points, hoisted the white

flag on Wednesday morning. Finally, after

some of the most desperate street fighting I

have ever witnessed, equaling that at Constan-

tinople, the great body of troops joined the

Republicans in a mass.

The outbreak took the Government by com-

plete surprise. The spark was the murder of

Bombarde, who was a fanatic Republican and

an active propagandist, by a Lieutenant of the

General Staff named Santos, an ardent Royal-

ist. He was recently an inmate of Bombarde's

lunatic asylum. The extreme revolutionaries

used the murder as a weapon to incite the people.

The Republican newspaper, *Seculo*, on the

3rd instant, circulated a placard calling on the

people to end a monarchy permitting such

foes. Riots ensued in the evening, and were

suppressed; but the rioters went to the

barracks of the First Artillery, and in response

to the clamorous demands of the populace, the

artillerymen mutinied. They made prisoners

of the only two officers in barracks, members

of the Royalist flag, which the mob tore in

pieces, broke into the armoury, and distributed

rifles to the civilians. The artillerymen then

marched out of barracks, carrying the Re-

publican flag. Four field guns took up com-

manding positions on the heights in the park

of Praca Marques Pombal and entrenched

themselves. They seized showmen's booths

and refreshment stalls in a great fair on the

Avenida Liberdade, converting them into

barricades.

"News of the rising was quickly telegraphed

and telephoned to other disaffected centres, and

immediately, in accordance with a prearranged

plan, telegraphic and railway communication

between Lisbon and the outer world was cut off.

"The 16th Infantry Regiment in barracks

north-east of the city, hearing of the revolt of

the Artillery, also mutinied, shooting their

Colonel and two officers in cold blood. Led

by the sergeants, they poured into the streets,

where they were joined by their civilian sym-

pathizers. They effected a junction with the

Artillerymen before the Government had com-

pleted posting the Municipal Guard and the

5th Regiment of the Casadores Infantry Bri-

gade on the heights overlooking the Avenida

Liberdade. The police were called out, but the

Chief was absent. He telegraphed to the

Minister for War that he had been taken sud-

denly ill and was compelled to remain in bed.

"In the meanwhile, the insurgents, who had

signs of the revolution, came ashore, comman-

dered and mounted on horse, broke through

the Royalist lines and joined the rebels and

superceded the sergeants, who had hitherto been

in command.

"There was considerable desultory firing on

Tuesday. The Royalist Colonel was satisfied

with holding the revolutionists till daylight.

A body of rebels, at three in the morning,

proceeded to the Palace Nacional. They

were received by the fire of machine-guns by

the Infantry Brigade assigned for the protection

of the Palace, and fled in disorder. Many of

the mutineers were captured.

"At sunrise the sailors in the marine

barracks of Alcantara hoisted the Republican

flag and sent detachments to seize at the

Brigade guarding the Palace. At the same

time the three warships in the Bay hoisted the

Republican flag, and fired a salute, the crews

manning the ships cheering, while the people

ashore returned the cheers. A desperate

struggle on board the *Fernando* ended in the

temporary down-hauling of the rebel ensign.

"The city was now as dead, save for the rival

armed camps breathlessly awaiting a naval

battle. The Republican cruisers *Rafael* and*Adamastor* steamed across the Bay broadsideon to the flagship *Don Pedro*, which

was still flying the Royal Standard, but the

guns of the latter did not open fire on the

admirable target. The *Rafael* and*Adamastor* arrived off Alcantara and opened

fire on the Palace at a range of a thousand

yards. The second shot carried off the Royal

ensign, others going wide, striking and tumbling

down the adjoining houses, whose inhabitants

luckily fled.

"King Manuel throughout displayed the

greatest bravery. Though many of the

entourage fled, he refused to go, but ultimately

yielded and quitted the Palace in an automo-

bile, smiling and smoking a cigarette. He

bitterly resented the necessity for flight,

which was rendered more humiliating by the

fact that the Republicans sent him an escort.

Early on Tuesday, demanding his abdication

before four in the afternoon. The Republicans

sought him on board the Brazilian cruiser *Sao**Paulo*, but the Commander refused to allow

them on board.

The *Adamastor* and *Rafael* then steamed back

to the Arsenal and bombarded the Ministries of

War and Marine, killing the employees at their

desks. They shelled the Praca Commercio,

killing some of the Municipal Guard and num-

erous spectators. Apparently the object of the

cruisers was to take the Royalist troops in rear.

Later, by a circuitous route, they brought the field

guns to Dom Pedro Square. Two shots took

effect on the gunners of the *Rafael*, which

immediately retired.

"The more powerful *Adamastor* steamed

past the Arsenal jetty, and bombarded the im-

pregnable citadel of Sao Jorge. Though the

shelling did little damage the large garrison

hauled down the Royalist ensign, and hoisted

the Republican colours.

"Meanwhile fierce artillery fighting con-

tinued throughout the day between the

insurgents and the Royalists, holding each of

the Avenida Liberdade. The insurgent

guns swept the Avenida Liberdade, damaging

the hotels on either side in which were several

English people. As the firing was at its

height, the occupants were lowered from the

wires at the back. They then climbed a

stable and took refuge in a stable, where they

subsisted on bread and fruit for two days.

"Night found both sides confident. The

Royalists, who had had the best of the street

fighting, used the darkness to tighten the

cordon. The Foreign Minister assured me

the suppression of the revolt was only a question

of hours. The directors of fire controlling

the Republicans declared:—"We will and

must win; if not to-day, then to-morrow."

"None in Lisbon slept on Tuesday night.

The city was in inky blackness, and disturbed

by the commotion and whirr of the machine-

guns of the forces on the opposing heights. I

climbed the Avenida Liberdade, and

found the Royalists had mounted guns on the

barracks to the west and were bombarding the

insurgents, but probably doing little damage

in the darkness.

"Returning to my hotel, I mounted the roof

and saw the searchlights of the two Republican

cruisers sweeping the bay. Presently there was

a grim tragedy. Further out the *Don Carlos*

rode at anchor. During the day she had not

given a sign of fire (life), but suddenly there

was a great commotion observable on board.

The noise of the wrangling and shouting was

borne across the water. Lights were seen

morning. The volleys of musketry and the

rattle of machine-guns told the three

Englishmen and myself on the roof of the

hotel, who were mute witnesses of the

scene, that a struggle for the possession

of the ship was going on. Any doubts were

removed when the warship's forward searchlight

was turned on to the quarter deck, lighting up

objects as day. There stood a group of officers,

with a few sailors round a machine gun. As

the searchlight found them and held them in its

white glare, a volley from enemies hidden in the

gun. So perished the last gallant remnant

of the officers and crew of the *Don Carlos*, who

sealed with their lives their allegiance to the

King."

HEROIC MUNICIPAL GUARDS.

London, October 8th.

The Daily Chronicle, this morning, publishes

a continuation of its special correspondent's

telegram. He adds:

"The seizure of the flagship *Don Carlos* won

the victory for the Republic. The crew behaved

in a demoralized fashion and kept up a furious

random cannonade throughout the night, the

searchlights sweeping the harbour.

"At sunrise on Wednesday the remaining

forces hoisted the white flag, disheartening the

Royalists. At first detachments of troops, then

battalions, surrendered, with the exception of

the Municipal Guard, who fell in heaps rather

than surrender. A remnant of soldiery and the

Municipal Guards made a last stand at Praca

Camoes. They resisted quick-firing guns for

fifteen minutes, but the position was hopeless

and they surrendered. Half an hour later the

Republic was proclaimed."

LATEST STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s str. *Somali* is ex-

pected to arrive at Colombo on the 3rd prox., at

6 a.m.

The T.K.K. str. *Kyo Maru*, which left here

on the 25th August, arrived at Calcutta on the



ARDATH Tobacco Co., LONDON.

SINGAPORE, October 13

SHIPPING IN PORT

THURVJHAN MARY, Japanese str., 2,559,
 Mikoi, 12th Oct., Milko 5th Oct., Coal-
 Mihi, Hsana Kelaka.
WONGKOT, German str., 1,115, H. Ibbeken,
 24th Oct., Bangkok 16th October, Rice-
 Butterfield & Swire.
WUWU, British str., 1,227, A. Luckner, 4th
 September, Shanghai 31st Aug., General
 Butterfield & Swire.
YATERING, British str., 1,424, Payne, 21st Oct.,
 Jan 19th October, General—Jardine
 Matheson & Co.
YUEHNAI, British str., 1,206, Owen, 13th Oct.,
 Wha 9th October, Rice—Butterfield &
 Swire.
ZAPIRO, British str., 1,618, A. Fraser, 24th
 October—Manila 22nd October, General—
 Swanen, Tomes & Co.

BRITISH
Alacrity, despatch-boat, 700 tons, 4 guns
2000 i.h.p. Act-Comdr. P. H. Nob

B.	M.V.O. Yangtze.
iver Co.	Ankang, 2nd class, cruiser, 4,360 tons, 10 guns
-ben	7,000 i.h.p., Captain E. B. Kidd
	Hongkong.
	Aidas, admiralty tug, 615 tons, 1,400 h.p.
	Master S. West, Hongkong.
	Bransholme, gunboat, 710 tons, 900 h.p., Lieut.
	C. G. de Washington Shanghai.
month	Britannia, gunboat, 710 tons, 900 h.p., Lieut.
	Comdr E. H. Donovan, Weihaiwei.
18th	Cadmus, British school, 1,070 tons, h.p., i.
vil-	i.d., Comdr K. Lynce, cruising.
	Cherub, water tank and tug, 390 tons, h.p.
ation,	Master W. Smith, Hongkong.
	Clio, British school, 1,070 tons, h.p., i.
	Comdr R. B. ... training.
	Fame, torpedo boat destroyer, 340 tons
labor,	tonnage, 5,200 i.h.p., Lt. Comdr C. E. L.

idge, ral—	Yangtze, Hongkong, Flora, 2d class cruiser, 3,360 tons, 10 7,000 l.h.p., Captain J. Nicol cruising.
rober, to	Handy, torpedo-boat destroyer, 295 tons, 6 4,000 h.p., Lieut.-Comdr. B. J. D. V. C., cruising.
23rd eral—	Hart, torpedo-boat destroyer, 295 tons, 6 4,000 h.p., Lieut.-Comdr. H. S. M. cruising.
9th Oct.,	Jauns, torpedo-boat destroyer, 320 tons, 6 3,900 h.p., Lt.-Comdr. G. C. Heat cruising.
4th anal—	Kent, armored cruiser, 9,800 tons, 14 l.h.p., 22,000, Capt. S. St. J. Far Hongkong.
Smith, General	Kinsman, river gunboat, 616 tons, l.h.p., Lieut.-Comdr. T. J. S. Lyne, Yangtze
Sons, Order.	Merlin, surveying ship, 1,970, tons, 6 guns l.h.p., Capt. F. C. Learmonth, Kudat, Borneo.

Minotaur, armoured cruiser (Annapolis)
 Admiral Sir A. L. Wainale, 13 p.m.
 C.V.O., C.M.G., 14,600 tons, 13 p.m.
 Act.-Capt. A. Lowndes, Hongkong
 Monmouth, armoured cruiser, 9,300 tons
 22,000, Captain H. L. F. Hoard, crew
 1,700, river gunboat, 1850 tons
 Lieut. 800, Lieut.-Comdr. G. P. E.
 West River.
 Nightingale, river gunboat, 95 tons
 14,000, Lieut. Comdr. Hillierdale-W.
 N. Yangtze.
 Otter, torpedo-boat destroyer, 335 tons
 1,300 l.h.p., Comdr. E. Stavenow
 Robin, river gunboat, 85 tons, 2 guns
 Lieut.-Comdr. W. C. Lucas, Canton
 Sandpiper, river gunboat, 85 tons, 2 g
 h.p., Lieut.-Comdr. E. J. J. B. B.
 Hongkong
 Snipe, river gunboat, 85 tons, 2 guns
 Lieut.-Comdr. J. H. Michael, Canton

-Doddwell
 -Smith, 17th
 -Wheeler,
 General—
 W. Gar-
 Boy, via
 from Yapeu
 Davison,
 rarer, 20th
 Canadian
 Rathemans
 t, 22—
 Meit, 19—
 Koff 18th

STEAMERS PASSED THE C

October 4th—*Ali Maru*, *Bracon*,
coastwise, Erzerang Evans Ferdinand
7th-Ceylon, Konak 11th—*Abel*
Jetch, Benahoi, Kungah Bi, Lennoc,
Mannan, Nubia, Westphalia, 14th—
Dioned, Ernest Simons, Kualaio, Mial
Spier, Teenka. 18th—*Hellerophor*
shira, Palermo, Silezia, Atalaya, Zist
Candia, Liberia, St. Patrick, Somabai
Yaddo.

ARRIVALS AT HOMER

October 21st—*Buelow*, *Komaga*
Nijayaki Maru, *Suwania*, *Yangtze*.

79. Asami,
Sept., Coal
9. K. Saka-
A. Amoy and
Maske Shosen
Kaiyay 27th
General-
Campbell, 22nd
General-
Sept. 8th Oct.
30th Sept.
S. S. S. S. S.
Zwart, 2nd
General-
S. S. S. S. S.
Sept. 19th

Sugar—Java—
de Catalane,
General—

Hussey, 22nd
General and
Co.,
Buckingham,
Buckingham, 6th
Buckingham, 6th
Buckingham, 6th

Well bound in Yellow Cloth
Emblem in Gold.

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Mr. R. B. Baskhouse	Miss A. Leigh
Mr. & Mrs. W. W. Baldwin	Mr. G. T. Lloyd
Mr. E. Bauer	Mr. W. Logan
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Mrs. & Miss Birdsell	Mr. A. B. Moulder
Mr. A. A. Bonny	Mr. & Mrs. E. S. Monbton
Mr. & Mrs. Booth & son	Miss R. Muller
Mr. & Mrs. E. F. Braker	Mr. & Mrs. R. Murray
Mr. & Mrs. K. P. Breaker	Mr. Nita
and child	Dr. A. Nord
Mr. Brodie	Mr. & Mrs. F. D.
Mr. & Mrs. C. E. Brown	Northcombe
Mr. C. Brown	Mr. W. Prieus
Mr. & Mrs. W. W. Campbell	Mr. & Mrs. A. S. S. Pugh
Mr. F. O. Corlett	Mr. & Mrs. H. Ray
Mr. & Mrs. B. N. Clark	Dr. A. P. Reason
Mr. A. A. Claxton	Mr. E. K. Rodger
Mr. W. F. Collins	Mr. J. Sadler
Mr. J. Conlathart	Mr. R. H. Solomon
F. Cronheim	Dr. and child
Mr. F. Dickson	Mr. J. Spittles
Mr. J. H. Dotiaz	Miss A. Square
Mr. & Mrs. G. E. Ferguson	Mr. C. E. Spainer
Mr. H. G. Fisher	Mr. F. Stoddart
Mr. & Mrs. G. Fisher	Mrs. R. Thilip
Mr. & Mrs. W. Gerstle and	Mr. & Mrs. W. Thompson
son and maid	Mr. W. W. Tracon
Mrs. Goldschmidt	Mr. G. J. M. Tusson
Mr. V. Goulbourn	Mr. & Miss Tusson
Capt. T. P. Hall	Mr. H. Tusson
Mr. T. L. Harter son	Mr. C. E. Watkins
and Mrs. W. H. Harbott, nurse	Mr. & Mrs. W. E. Walton
and 3 children	Mr. H. Wells
Hon. Mr. & Mrs. R. A. Barrett	Miss E. Wilkins
Dr. S. Hough	Mr. G. G. Wood
Mr. & Mrs. Hyde	Mr. R. D. Woodward
Mr. & Mrs. J. V. & A. Innes	Mr. H. W. Wilson
Mr. C. M. Jack	Mr. Henry Wilson
	Mr. Ylagan
	Mr. & Mrs. K. Zitzler

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Mrs. E. S. Bates	Surgeon & Mrs. Min
Mrs. M. P. Beale	Mr. O. H. Moore
Mrs. R. S. & C. M. B.	Miss L. N. Naphin
Mr. & Mrs. Wm. H. Dietrich	Mr. Potter
Miss F. Donner	Capt. & Mrs. W. H. Lawrence
Mrs. E. Ferrand	Capt. & Mrs. W. H. Lawrence
Major Henry	Mr. E. Rigold
Mr. Kearney	Mr. W. R. Robinson
Miss K. J. M. Kennedy	Dr. D. W. Rowe
Capt. F. Kolod	Dr. Schuda
Mr. John Lemox	Mr. John H. Shaw
Miss Leporeto	Mr. J. Smith
Mr. E. P. Ooster	Mr. J. L. Smith
Mr. E. K. Smith	Mr. Cyril H. Tyne
Mrs. Marlowe	

7,000.	Comdr. & Mrs. Aston & maid	Mr. J. P. Mangum
11 p.	Mr. S. Arndt	Mr. & Mrs. C. C. Mc
ing.	Dr. C. B. Arndt	Mr. & Mrs. D. E. Mc
guns,	Capt. & Mrs. Brower	Mr. & Mrs. E. Man
Leith,	Mr. E. J. Chapman	Mr. & Mrs. J. J.
0 p.	Mr. Cooter	McNab
ward.	Mr. P. Syd-nham Dixon	Mr. C. M. Meyer
	Mr. & Mrs. D. E. Donnelly	Mr. K. S. Morris
guns,	Mr. J. G. G. G. G.	Mr. J. A. Orr
crus-	Mr. J. G. G. G.	Mr. & Mrs. W. P.
0 p.	Mr. H. Hoffman	Mr. & Mrs. G. L.
	Major and Mrs. F. J.	Mr. J. Robertson
	Hunter	Mrs. G. Sachs
guns,	Mr. F. W. James	Miss K. Sachs
240	Mr. & Mrs. Logan King	Capt. & Mrs. Sch
uthby,	Mr. & Mrs. A. C. Logan	Mr. & Mrs. Sch
	Mr. & Mrs. W. J. Lyon	Mr. B. Webb
10 p.	Cosart J. M. Macedo	Mr. & Mrs. Wilso
Yang-		Mr. & Mrs. E.
		Williams

HONG KONG		ORIENTAL COLONY	
6 guns.	Mr. G. H. Ackenma	Mr. W. Wexon	
	Mrs. and Mrs. R. Allison	Mr. C. E. Nickle	
	and child	Mr. L. D. Povey	
	Mr. & Mrs. Crew	Mr. W. Pringle	
800.	Capt. & Mrs. Crosby	Mr. A. Salmon	
Ident	Mr. & Mrs. Dugan	Mr. J. Sankens	
6 guns	Mr. Drakford	Mr. J. St and	
guns	Mr. & Mrs. R. D. Johnson	Mr. H. Shart	
14yd	and child	Mr. C. Shwartzman	
	Dr. E. Keyt	Capt. and Mrs.	
50 lb.	Mr. H. C. Lyon	Stewart &	
Shrap	Mr. N. A. Saldanha	Mr. R. St John	
	and wife	Mr. E. Taylor	
	Mr. J. Macfarlane	Mr. G. H. Wells	
tons. 5	Mr. F. T. McDonald	Mr. J. W. Woods	

From October 28th to November 1st, 1910									
High Water.					Low Water.				
Day	Month	Hour	Mean	Height	Day	Month	Hour	Mean	Height
Wed.	10	10	4.25	6.8	Mon.	11	10	10.93	1
Thurs.	17	17	No inferior	height	Tues.	11	17	11.45	1
Fri	18	18	5.49	6.4	Wed.	11	18	12.24	2
Sat	19	19	5.73	5.7	Thurs.	11	19	12.47	4
Sun.	20	20	5.71	5.7	Fri.	11	20	12.48	5
Mon.	21	21	7.46	6.4	Sat.	11	21	12.47	5
Tues.	1	1	7.23	6.3	Sun.	11	22	12.47	5
			8.41	5.5				12.47	5
			9.23	5.3				12.47	5
			9.23	5.3				12.47	5

100

Hongkong Observatory, October 25th.			
	Previous Day at 5 p.m.	On Date at 10 a.m.	On at 4
Barometer	30.00	30.12	30.12
Temperature ...	79	74	77
Humidity	75	78	77
Wind Direction	WSW	Eat.	1
Force ...	1	2	1
Weather	c	c	c
Rain	—	—	—

201

Barometer 9 A.M.	30.10	Therm. (Wetbulb)	9
Barometer 1 P.M.	30.08	Therm. (Wetbulb)	1
Barometer 4 P.M.	30.01	Therm. (Wetbulb)	4
Thermom. 9 A.M.	73	Therm. Maximum	
Thermom. 1 P.M.	77	Therm. Minimum	
Thermom. 4 P.M.	77	night	

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Hongkong, 9th January, 1909. [67]

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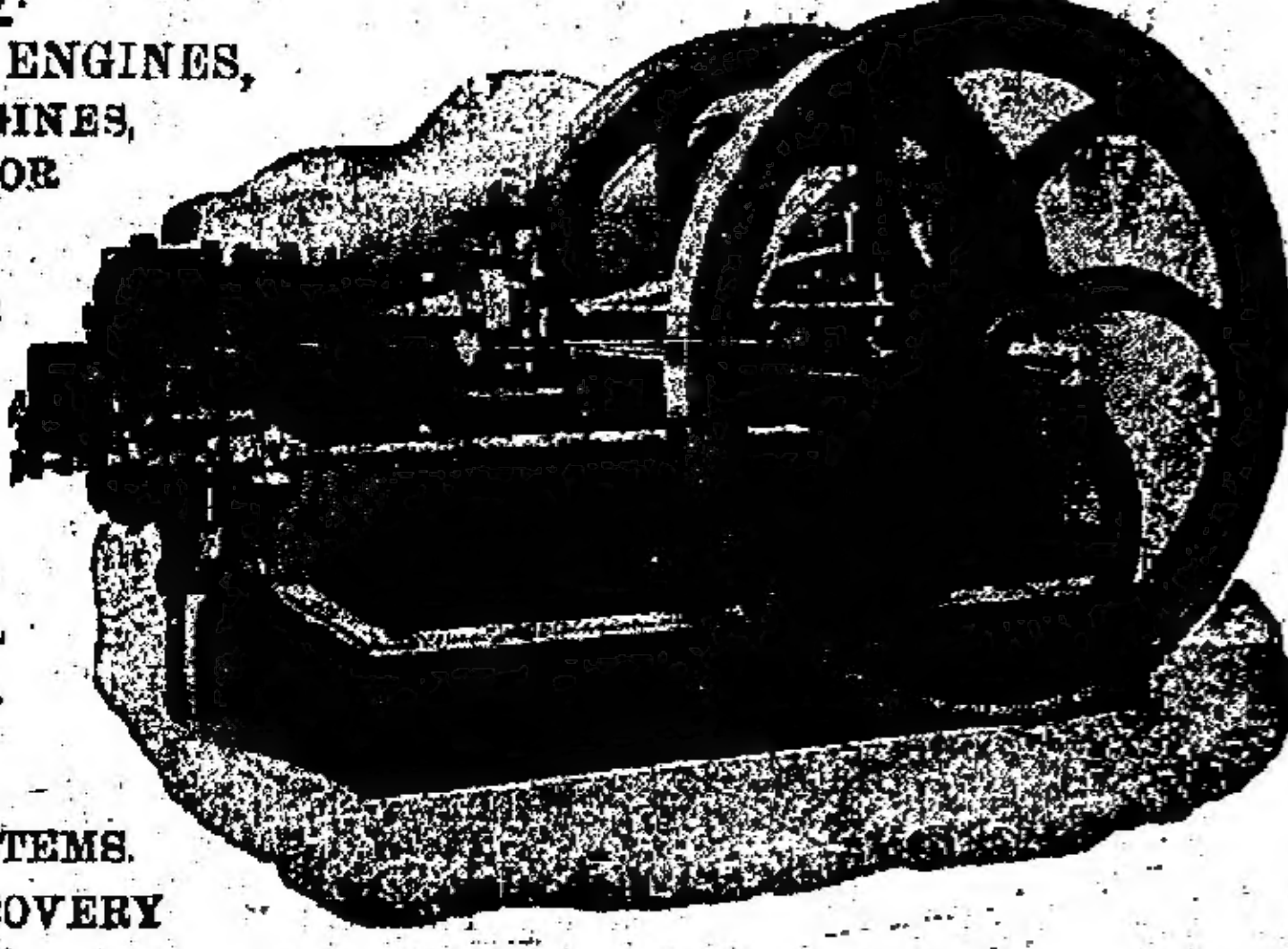
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[1184]



THE WORLD'S HUMOUR.

THE ART OF WAR.

"Do you think airships could be used effectively in warfare?" "They might," replied the sceptical person, "if we could provide the airships and instead the enemy to go up in them."—Washington Star.

FABLES.

"Do you believe in fairies, little girl?" "No; but I pretend to, just to please mamma. She thinks I do; and why rob her of her harmless illusions?"—Louisville Courier-Journal.

A TRUTH TRUTH.

Laugh, and the world laughs with you; May be quite common sense, But people like it better If they smile at your expense.—New York Sun.

THE MINISTERING ANGEL.

"I don't get to bed until midnight." "Sitting up with a sick friend?" "Well, yes, with a love-sick friend," answered the girl.—Kansas City Journal.

KNIGHT-ERRANT NOT WANTED.

"Long ago," Mr. Fordham observed during an earnest case at the West London Police Court, "before I was versed in the ways of the world, I was foolish enough to go to the protection of a woman who was being assaulted by her husband, and she sprang on me and nearly strangled me. Since then I pass by. I understand some women like it."

MR. CARNEGIE'S SPELLING.

Mr. Andrew Carnegie has been made a freeman of Linton, where a library which he had given to the town was opened. The American Ambassador, who performed the opening ceremony, said that Mr. Carnegie had given a known total of more than \$300,000 for the betterment of man. "But," he said, "in spite of Mr. Carnegie's liking for libraries, his spelling is deplorable."

A CURIOSITY.

Mr. Deane, while a tutor at Harvard, made one jest which has since been falsely credited to many men. A visitor, to whom he was exhibiting the curiosities in the college museum, noticed a long, rusty sword, and asked to whom it had belonged. "I believe," replied Mr. Deane, "that it was the sword with which Balaban threatened to kill his son." "But," objected the stranger, "Balaban had no sword; he only wished for one." "Very true," said Mr. Deane, "this is the sword he wished for."—Youth's Companion.

THE PASTING CURE.

A tramp, who seemed to be in a starving condition, asked for food at the kitchen of a home in California. "You like fish?" asked the Chinese cook. "Sure," replied the tramp eagerly. "All right; come around Friday."—Everybody's Magazine.

THE ROBBLE SKIRT.

Mary had a little skirt Tied tightly in a bow, And everywhere that Mary went She simply couldn't go.—Harper's Bazaar.

PERJURY.

Bald man (in court): "The upsur was so terrible that it made my hair stand on end." Judge: "Look out; remember that you are on oath!"—Vegetarian for Bleeter.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DEPT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 29th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	PAWLAN	Brit. str.	—	C. R. Longdon, R.N.	P. & O. S. N. Co.	On 2nd Nov.
COPENHAGEN	TRANQUER	Dan. str.	—	—	—	On 25th Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	PREKING	Swed. str.	—	—	—	On 3rd Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOARVA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 20th Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SILVIA	Ger. str.	k. w.	Jagar	HAMBURG-AMERICA LINE	On 28th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	BULGARIA	Ger. str.	k. w.	—	—	On 28th Nov.
MARSEILLES, LONDON & ANTWERP	ARMETIA	Ger. str.	k. w.	—	—	On 28th Nov.
MARSEILLES, LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	—	—	On 28th Nov.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DUMMA	Brit. str.	—	G. C. Gundy, R.N.	HAMBURG-AMERICA LINE	About 17th Nov.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMGO MARU	Jap. str.	—	Rebnat	MESSAGERIES MARITIMES	On 8th Nov., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 9th Nov., at D'Light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SUEVIA	Ger. str.	k. w.	F. L. Sommer	NIPPON YUSEN KAISHA	On 23rd Nov., at D'Light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YORCK	Ger. str.	—	Kotze	HAMBURG-AMERICA LINE	On 30th Nov.
LISSABON, &c., VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	J. Randermann	MELCHERS & CO.	On 2nd Nov., at Noon.
NEW YORK	LOTHIAN	Brit. str.	—	Raich	DODWELL & CO., LTD.	About 29th inst.
BOSTON & NEW YORK	INVERESK	Brit. str.	—	A. H. Smith	JARDINE, MATHESON & CO., LD.	About 29th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 29th inst., at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 29th inst., at Noon
VICTORIA, C.B. & TACOMA VIA JAPAN	CHICAGO MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 29th inst., at Noon
VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 29th inst., at Noon
VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c.	ATAMERIC	Jap. str.	—	J. Boyd	DODWELL & CO., LTD.	On 20th Nov.
CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 6th Dec., at Noon.
AUSTRALIAN PORTS VIA MANILA	HONGKONG MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 29th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 29th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	PEINZ WALDEMAR	Ger. str.	—	F. Isok	MELCHERS & CO.	On 29th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	TAITUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 29th inst., at Noon
YOKOHAMA & KOBE	KURANO MARU	Jap. str.	—	M. Winkler	MELCHERS & CO.	On 29th inst., at Noon
YOKOHAMA & KOBE	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & CO.	On 29th inst., at Noon
YOKOHAMA & KOBE	AKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	About 5th Nov.
YOKOHAMA & KOBE	KURANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	To-morrow, at 5 P.M.
YOKOHAMA & KOBE	TUPANAS	Dut. str.	—	J. B. v. Damme Jelinh	JAVA-CHINA-JAPAN LINE	To-day, at Noon.
YOKOHAMA & KOBE	HUPET	Brit. str.	1 m.	Spink	BUTTERFIELD & SWIRE	Quick despatch.
YOKOHAMA & KOBE	CHIPSING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & CO., LD.	To-day, at Noon.
YOKOHAMA & KOBE	KWONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO., LD.	To-day, at Noon.
YOKOHAMA & KOBE	COLOMBO MARU	Jap. str.	—	E. Comtes	NIPPON YUSEN KAISHA	To-day, at Noon.
YOKOHAMA & KOBE	BUJUN MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	To-day, at Noon.
YOKOHAMA & KOBE	CHENAN	Brit. str.	1 m.	—	JARDINE, MATHESON & CO., LD.	To-morrow, at 10 A.M.
YOKOHAMA & KOBE	FOOKSANG	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	To-morrow, at 4 P.M.
YOKOHAMA & KOBE	ARCADIA	Brit. str.	—	—	P. & O. S. N. Co.	On 29th inst., at Noon
YOKOHAMA & KOBE	TUNGSHING	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 29th inst., at Noon
YOKOHAMA & KOBE	LYNAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 29th inst., at Noon
YOKOHAMA & KOBE	KWONGSANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & CO., LD.	On 29th inst., at Noon
YOKOHAMA & KOBE	LUETZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	About 2nd Nov.
YOKOHAMA & KOBE	SUEVIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERICA LINE	About 2nd Nov.
YOKOHAMA & KOBE	CEYLON	Brit. str.	—	H. N. Rivers, R.N.	P. & O. S. N. Co.	About 4th Nov.
YOKOHAMA & KOBE	ERNEST SIMONS	Frans. str.	—	Girard	MESSAGERIES MARITIMES	On 7th Nov., P.M.
YOKOHAMA & KOBE	CANTON	Swed. str.	—	—	OLDF WIT & CO., LTD.	On 11th Nov.
YOKOHAMA & KOBE	WESTPHALIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 8th Nov.
YOKOHAMA & KOBE	SIAM	Dan. str.	—	—	MELCHERS & CO.	On 6th Dec.
YOKOHAMA & KOBE	TIBODAS	Dut. str.	—	J. P. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA & KOBE	SOSHU MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
YOKOHAMA & KOBE	HAUMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LARPAK & CO.	To-day, at 11 A.M.
YOKOHAMA & KOBE	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LARPAK & CO.	On 28th inst., at 11 A.M.
YOKOHAMA & KOBE	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LARPAK & CO.	On 1st Nov., at 11 A.M.
YOKOHAMA & KOBE	HAIRANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LARPAK & CO.	On 4th Nov., at 11 A.M.
YOKOHAMA & KOBE	CHIHU	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
YOKOHAMA & KOBE	LOONGSANG	Brit. str.	1 m.	J. Warrack	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
YOKOHAMA & KOBE	ZAVIRO	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LD.	On 28th inst., at 4 P.M.
YOKOHAMA & KOBE	TAMING	Brit. str.	1 m.	A. Fraser	SHENWAN TOMES & CO.	On 29th inst., at Noon.
YOKOHAMA & KOBE	YUENSANG	Brit. str.	—	Pennedfather	BUTTERFIELD & SWIRE	On 1st Nov., at Noon.
YOKOHAMA & KOBE	RUBI	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO., LD.	On 4th Nov., at 4 P.M.
YOKOHAMA & KOBE	SUNGKANG	Brit. str.	1 m.	H. A. Harde	SHENWAN, TOMES & CO.	On 5th Nov., at Noon.
YOKOHAMA & KOBE	CEYLON MARU	Jap. str.	—	Fred. Pyne	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA & KOBE	KUTANG	Brit. str.	—	Bradley	NIPPON YUSEN KAISHA	To-day, P.M.
YOKOHAMA & KOBE	LIGHTNING	Brit. str.	—	E. P. Smith	JARDINE, MATHESON & CO., LD.	On 31st inst., at 5 P.M.
YOKOHAMA & KOBE	TIMAH	Dut. str.	—	Bouman	DAVID SABSON & CO., LTD.	On 31st inst., at 3 P.M.

KNAVE OF POOL?

How nastily these magistrates put a thing sometimes. The case for the prosecution is that you are a knave. The defence is that you are a fool. The court is of the opinion that in all probability you are the latter, and the ones against you is dismissed, and he of the Southend police-court, discharging a man accused of stealing a chair-frame. (A silly thing to steal at that.)

SIR E. WOOD ON COMPULSORY
UNIVERSAL SERVICE.

Major-General Sir Evelyn Wood, speaking at Lord Ash, Berkshire, on the 1st inst., referred to the value of miniature rifle ranges. He believed it to be the duty of every man to defend his country in times of national danger, and to do so effectively he must be trained as a soldier in times of peace. Accurate shooting was the most important of military accomplishments of "the man behind the gun," and it was now generally admitted that however inadequate training on a miniature range might be in comparison with that obtainable on an open range, yet nine-tenths of the difficulty of service shooting might be overcome on a miniature range; for instance, the acquisition of confidence and the correct working in union of eyes and hands. He had for many years, both officially and privately, advocated compulsory universal service for home defence. He agreed with the Swiss, who would not admit the voluntary system, considering it to be more patriotic to enforce universal military service in peace than to wait the hour of danger before preparing to meet all possible foes. Until, however, the electorate accepted that view of a Britisher's duty, a duty which on the Continent was cheerfully performed by men of all social grades, he did what he could to help forward the Territorial Force scheme. The difficulty of persuading the British public of the necessity of universal compulsory training was partly due to the immunity which had been enjoyed from horrible sufferings inseparable from an invasion successful or unsuccessful. They read of Geneva Conventions and imagined that a state of war no longer implied the awful distress it did a hundred years ago. That was altogether erroneous, so far as ruin and starvation of the inhabitants was concerned.

INDIAN BATHING DISASTER.

AN ELEPHANT SAVES HUNDREDS.
Agra, Oct. 6.—News has been received here of a terrible disaster near the town of Bior in the vicinity of Kanauj. Thousands of pilgrims were encamped in the bed of the Ganges to bathe in celebration of a Hindu festival, when a sudden rise in the river carried away hundreds to a watery grave.

Agra, Oct. 7.—About 200 pilgrims were drowned in the Agra bathing disaster. Rescue parties headed by the Deputy Collector and the Police arrived on the scene as soon as possible and with the aid of boats and an elephant rescued the stranded pilgrims. The second given of the work done by Jung Bahadur, the elephant, is most interesting. Jung Bahadur belonged to a race named Koor Jangant Singh, who was on a visit to the fair, and his presence was presidential. With ropes attached to his trappings the elephant repeatedly swam out to the distressed pilgrims who would cling on to the ropes and thus be landed in a safe place. It is estimated the noble animal saved at least a thousand lives.

GIFTS TO CAMBRIDGE
UNIVERSITY.

NEW CHAIR OF ENGLISH.

The Master of Pembroke vacated the office of Vice-Chancellor, which he has held for two years, at Cambridge on the first day of Michaelmas Term. Dr. Masan, at the outset of his valedictory address to the Senate, made the following reference to the death of King Edward VII. In looking back over the past academic year it is my duty to recall in the first and foremost place the loss which we have undergone in the death of King Edward VII. For the first time in history we had in him a Sovereign who had been a resident member of this University and of Oxford also. King Edward never forgot his connection with Cambridge. He sent his eldest son here to be an undergraduate in College rooms. He visited us frequently. One of his last acts before starting on his final visit to Biarritz was to lend us, in the most gracious manner possible, some of the precious art treasures of his collection at Windsor; and to arrange for similar loans in the future.

He then mentioned that Sir Harold Harnsworth had offered £20,000 to found a Professorship of English Language and Literature, and that the University had offered to build a new Physiological Laboratory at a cost of £22,000, plus £1,000 for fittings. Sir Harold Harnsworth's offer, the conditions of which, he said, would be shortly laid before the University, was made to the University Association through Viscount Escher, and the Chair was to be on a scale not inferior to that of the Professorship of German instituted by Messrs. Schröder & Co. The Laboratory was to be erected on a site provisionally suggested by the Sites Syndicate, in accordance with the plans of Mr. Jackson, the architect chosen by the Company, on condition that the University undertook all costs of maintenance. He need not say that the University was in no way pledged beforehand to accept the offer. The Company was aware that the acceptance would mean the raising on their part of a sum which might be roughly calculated at £5,000 or £6,000 for upkeep, and that they had no superfluous money at hand for these things. They knew that if they hesitated before they accepted, it was not because they failed to admire the princely magnitude of their offer, or were ungrateful for their renewed kindness towards them, but only because it was necessary for them carefully to consider ways and means. A report would be laid before them in due course. He would not add that in their decision, but he would only add that if they felt compelled to decline the offer they must consider without a week's delay what else to do for Dr. Myers' department, at present housed, if he might call it housed, in a tenement which was an actual disgrace.

Subsequently the Master of St. John's (Mr. R. P. Scott) was admitted to the office of Vice-Chancellor. IN MEMORY OF KING EDWARD VII. Sir Harold Harnsworth states that the Chair of English Literature which he is endowing will be called the King Edward VII. Chair of English Literature in commemoration of King Edward's undergraduate days at Cambridge. The gift is in the hands of the Crown.

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SHIPPING.

ARRIVALS.

CHINA, British str. 1,454, Lindbergh, 25th Oct.—Haiphong 23rd October, General—Butterfield & Swire.

CHINKIANG, British str., 1,290, W. W. Kay, 24th Oct.—Nanchang and Chefoo 19th Oct., General—Butterfield & Swire.

COLOMBO MARU, Japanese str., 2,915, E. Combes, 25th Oct.—Singapore 19th October, General—Nippon Yusen Kaisha.

DAIGNY, Norwegian str., 25th Oct.—Canton.

FAPANG, British str., 1,410, Malkin, 25th Oct.—Java 17th October, Sugar—Jardine, Matheson & Co.

POOKSANG, British str., 1,987, T. A. Mitchell, 25th October—Calcutta 9th and Singapore 19th Oct., General—Jardine, Matheson & Co.

FUKUI MARU, Jap. str., 3,087, H. Tominaka, 25th October—Moji 20th October, Coal—Mitsui Bussan Kaisha.

HAMNUN, British str., 641, A. H. Stewart, 25th Oct.—Swatow, 24th Oct., General—Douglas, Lapraik & Co.

HANGOI, French str., 630, J. Pannier, 24th Oct.—Haiphong and Hoihow 23rd Oct., General—A. R. Marty.

HRILAB, Norwegian str., 860, A. Korudsen, 25th Oct.—Hankow 17th Oct., Ralls and Iron—Asgard, Thorsen & Co.

KANAS, British str., 3,934, Linklater, 25th Oct.—New York 10th Sept., General—Shewan, Tomes & Co.

KWANGLEE, Chinese str., 1,468, Lincoln, 25th Oct.—Shanghai 23rd October, General—C. M. S. N. Co.

LOTHIAN, British str., 3,222, J. Lockhart, 25th Oct.—Shanghai 22nd October, General—Doddwell & Co.

NIKKO MARU, Japanese str., 3,429, M. Yagi, 25th Oct.—Nagasaki 21st October, General—Nippon Yusen Kaisha.

SAMSEN, German str., 998, E. Petersen, 25th Oct.—Bangkok 17th and Swatow 24th Oct., Rice—Butterfield & Swire.

SUEVIA, German str., 3,789, B. Kotze, 25th Oct.—Hamburg 10th Sept. and Singapore 19th October, General—Hamburg-Amerika Linie.

OWSANG, British str., 1,787, E. J. Baller, 25th Oct.—Chinwangtao 13th October, Coal—C. E. & M. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
25th October.

Chinkiang, British str., for Canton.

Chuping, British str., for Weibaiwei.

Empire, British str., for Shanghai.

Haiman, British str., for Swatow.

Hirano Maru, Japanese str., for Singapore.

Kanas, British str., for Shanghai.

Kumano Maru, Japanese str., for Nagasaki.

Kwonglee, Chinese str., for Canton.

Onsang, British str., for Canton.

Sosaku Maru, Japanese str., for Swatow.

Typonas, Dutch str., for Yokohama.

Touargy, French str., for Haiphong.

DEPARTURES.

25th October.

C. FRED. LAEISE, German str., for Hamburg.

CHITURN, Chinese str., for Shanghai.

GERMANIA, German str., for Amoy.

HAIYANG, British str., for Swatow.

HUICHOW, British str., for Canton.

OCEANIAN, French str., for Europe, &c.

TEAN, British str., for Manila.

SHIPPING REPORTS.

The British str. Haiman reports: Mod. N.E. wind and sea with passing thick rain.

The British str. Zafiro reports: Moderate N.E. winds, smooth sea, very fine throughout.

The British str. Onsang reports: Light S. wind and slight sun to Lat. 31 degrees N. Long 123 E.; thence to port, light N.E. monsoon.

The British str. Pooksang reports: From Singapore to port, light to fresh N. to N.E. winds and moderate to rough sea, fine weather.

VESSELS IN DOCK.

September 26th.

TAIKOO DOCK.—Union.

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s str. Arcadia left Singapore for this port on the 22nd instant, at 9 a.m., with the outward English Mails, and is due here to-morrow at about 6 a.m.

THE AMERICAN MAIL.

The P.M. str. Asia left San Francisco on the 11th instant en route to Hongkong, via Honolulu, Japan and Shanghai, and is due to arrive at this port on the 8th prox.

THE INDIAN MAIL.

The Indo-China str. Laitang left Calcutta for the Straits and Hongkong on the 16th inst., and is due here about the 1st prox.

THE GERMAN MAIL.

The I.G.M. str. Luetzow, carrying the German Mails with dates from Berlin of the 5th instant, left Colombo on the 22nd instant p.m., and may be expected here on or about the 2nd prox.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. Empress of India left Vancouver on the 19th instant p.m., for Hongkong via usual ports of call.

MERCHANT STEAMERS.

The O.S.K. str. Chicago Maru from Tacoma left Yokohama for this port via Kobe, Nagasaki and Manila on the 9th instant, and is expected here to-day.

The N.Y.K. str. Ceylon Maru (Bombay Line) left Kobe for this port via Moji and Shanghai on the 17th instant, and is expected here to-day.

The N.Y.K. str. Aki Maru (European Line) left Singapore for this port on the 21st instant, and is expected here to-day.

The Barber Line str. Suruga sailed from New York on the 21st ultimo for Hongkong, via the Straits.

The T.K.K. str. Hongkong Maru sailed from Calcutta on the 3rd instant for this port, via the usual ports of call.

The Barber Line str. Shinosa sailed from New York on the 6th instant for Hongkong via the Straits.

The "Ben" Line str. Benason from Antwerp, Middlesbrough and London left Singapore on the 20th instant for this port.

The N.Y.K. str. Tamba Maru (American Line) left Kobe for this port via Moji and Shanghai on the 21st inst., and is expected here on the 25th inst.

The Swedish East Asiatic str. Canton left Port Said on the 12th instant, and is expected to arrive here on the 11th prox.

The O.S.K. str. Tacoma Maru left Tacoma for this port via Japan and Manila on the 15th instant, and is expected to arrive here on or about the 20th prox.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
DELHI	8000	February 4	MANTUA	March 4
ARCADIA	7000	February 18	MALWA	March 18
ASSAYE	7500	March 4	MACEDONIA 10500	April 1
MAEMORA	10500	March 18	(Through Steamer calling at BOMBAY)	April 15
DEVANHA	8000	April 1	MOLDAVIA	April 29
DELHI	8000	April 15	MONGOLIA	May 13
ASSAYE	7500	April 29	MOREA	May 27
DELTA	8000	May 13	MOULTAN	June 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS—INTERME DATES (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SUNDIA	January about 25	March about 11
* NUBIA	February about 8	March about 25
* SYRIA	March about 8	April about 24
* NOER	March about 22	May about 8
* PALAWAN	April about 5	May about 22
* BORNEO	April about 19	June about 5
* SICILIA	May about 3	June about 19
* SUMATRA	May about 31	July about 17
* NILE	June about 14	July about 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax):
1st SALOON £55.10 SINGLE £82.10 RETURN.
2nd £38.10 £57.4

* Carry 1st and 2nd Saloon Passengers.
For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

THE BANK LINE, LIMITED

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C. & SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
AYMERIC	4,363	J. Boyd	20th November.
REDHILL	3,882	H. E. Dowall	15th December.
SUVERIC	6,232	F. S. Cowley	17th January.
KUMERIC	6,232	G. B. McGill	9th February.

Calling at Amoy and Keelung if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 24th October, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SAT., 29th Oct.	"ALLAN LINE" FRIDAY, 25th Nov.
"MONTEAGLE" "EMERALD," 8th Nov.	
	From St. John, N.B.
"EMPRESS OF INDIA" SAT., 19th Nov.	"EMPRESS OF BRITAIN" FRI., 16th Dec.
"EMPRESS OF JAPAN" SAT., 17th Dec.	"ALLAN LINE" FRIDAY, 13th Jan.
"EMPRESS OF CHINA" SAT., 14th Jan.	"ALLAN LINE" FRIDAY, 10th Feb.
"MONTEAGLE" WED., 25th Jan.	

"Empress" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Pacific "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" Steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class

Intermediate on Steamers

and 1st Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

B.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Police Street and Praya, opposite Blake Pier.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STEAMERS.	DATE OF SAILINGS.
SHANGHAI & YOKOHAMA	"CANTON"	On 11th November.
COPENHAGEN	"PEKING"	On 25th November.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

Hongkong, 13th October, 110.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS.	TONS	TO SAIL.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"YORCK"	17,000	Wed., 2nd Nov., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"LUETZOW"	17,300	About 2nd November.
MANILA, Y.A.P., MARONN, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	6,100	Saturday, 5th Nov., at Daylight.
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	6,000	About 5th November.

(All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.)

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 21st October, 1910.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.

"PRINCESS ALICE"	20,300	ON MARCH 22ND.
Capt. P. GROSCH.		
"LUETZOW"	17,300	ON APRIL 5TH.
Capt. —		
"KLEIST"	17,000	ON APRIL 19TH.
Capt. O. PANNKE.		

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

* Fitted with Wireless Telegraphy.
Early booking recommended.
For Particulars, apply to

MELOCHERS & Co., GENERAL AGENTS.

Hongkong, 15th September, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	On 7th Nov., P.M.
MARSEILLES, VIA PORTS	"DUMREA"	On 8th Nov., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building.

Hongkong, 12th October, 1910.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Locomotives, Railway Rolling Stock, Bridges, and all Classes of Engineering. Iron and Wood Work. Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.

GRAVING DOCK 757 x 88' x 34' 6" Pumps empty Dock in 24 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

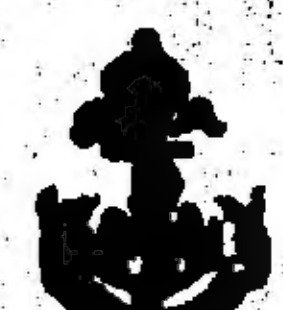
100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimator given for Docking, Repairs to Hull and Machinery, Constructional Work.

ENQUIRIES INVITED BY THE MANAGERS AND AGENTS.

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRBOC) Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice, and Adriatic Ports).

THE Company's Steamship

"AUSTRIA," Captain Raich, will be despatched as above on TO-MORROW, 27TH OCT., 2 P.M. This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.

For information as to Passage and Freight apply to SANDER, WIELER & Co., Agents, Princes Building, Hongkong, 25th October, 1910.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ARCADIA," Captain S. Barcham, will leave for Shanghai on FRIDAY, the 28th inst., at Daylight. For Freight or Passage, apply to E. A. HEWETT, Superintendent, Hongkong, 24th October, 1910.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR SAVANNA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA," Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 29th October, 1910, at NOON, taking passengers and Cargo for the above ports in connection with the Company's s.s. "Mantua" 10,233 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Mantua," due in London on the 10th December, 1910. "Mantua" will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 17th October, 1910.

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. S.S. "LOTHIAN" On or about 29th Oct. For Freight and further information, apply to DODWELL & Co., Ltd., Agents, Hongkong, 26th October, 1910. [172]

"INVER" LINE OF STEAMERS, LTD.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast.) THE Steamship

"INVERESK," Capt. A. H. Smith, will be despatched as above on or about the 8th Nov. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. Agents, Hongkong, 25th October, 1910. [121]

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	ARCADIA	Light, 28th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 29th Oct.	See Special Advertisement.
LONDON and ANTWERP	PALAWAN	On 2nd Nov.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CEYLON	About 4th Nov.	Freight only.

For Further Particulars, apply to
E. HEWETT, Superintendent
Hongkong, 25th October, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
ILOILO & CEBU	SUNGKIANG	On 25th Oct., 4 P.M.
SHANGHAI	CHENAN	On 27th Oct., 4 P.M.
SWATOW, TSINGTAU, CHEFOO	HUICHOW	On 28th Oct., 4 P.M.
HAIPHONG	CHIHILI	On 29th Oct., 10 A.M.
NEWORWANG	HUPH	On 29th Oct., Noon
SHANGHAI	LIAN	On 29th Oct., Night
MANILA	TAMING	On 1st Nov., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TAIYUAN	On 10th Nov., 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINUA" and "LIAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
HONGKONG, 26th October, 1910.

BUTTERFIELD & SWIRE, AGENTS. 10

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 28th Oct., at 11 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 1st Nov., at 11 A.M.
"HAITANG"	Capt. A. E. Higgins	FRIDAY, 4th Nov., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

MAIMUN	Capt. A. H. Stewart	WED'DAY, 26th Oct., at 11 A.M.
		SUNDAY, 30th Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—
DOUGLAS, LARBAIK & Co., GENERAL MANAGERS.

Hongkong, 26th October 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 26th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For further Particulars apply to

MELOHERS & CO., AGENTS.

Hongkong, 25th October 1910

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
TIENTSIN	CHIHSING	Wed day, 26th Oct., Noon
SHANGHAI via SWATOW	"KWONGSANG"	Thursday, 27th Oct., D'light
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Thursday, 27th Oct., 4 P.M.
MANILA	"LOONGSANG"	Friday, 28th Oct., 4 P.M.
SHANGHAI	"TUNGSHING"	Saturday, 29th Oct., Noon
SHANGHAI	"CHOYSANG"	Monday, 31st Oct., Noon
SINGAPORE, PENANG & CALUTTA	"KUTSANG"	Monday, 31st Oct., 5 P.M.
MANILA	"YUENSANG"	Friday, 4th Nov., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choofo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD., GENERAL MANAGER
Hongkong, 26th October, 1910.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, KOBE & YOKOHAMA:	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. SUEVIA ... 25th Oct.	S.S. BELGRAVIA ... 2nd Nov.
S.S. WESTPHALIA ... 8th Nov.	For MARSEILLES, HAMBURG & ANTWERP:
S.S. ARABIA ... 18th Nov.	S.S. ALBERTA ... 9th Nov.
S.S. BRASILIA ... 1st Dec.	For HAVRE & HAMBURG:
S.S. SCANDIA ... 15th Oct.	S.S. SENEGAMBIA ... 18th Nov.
S.S. HELSINGBORG ... 16th Dec.	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. SLAVONIA ... 30th Dec.	S.S. SILVIA ... 20th Nov.
S.S. SEGOVIA ... 12th Jan.	MARSEILLES, HAVRE & HAMBURG:
S.S. SPEZIA ... 28th Jan.	S.S. SUEVIA ... 30th Nov.
	For ROTTERDAM, ANTWERP & HAMBURG:
	S.S. BULGARIA ... 8th Dec.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 25th October 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

1910.

S.S. HONGKONG MARU	11,000 tons gross	Sail Dec. 21st, at Noon.
S.S. KIYO MARU	11,200 "	About Mid. Feb., 1911

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SHANGHAI, SWATOW, COLOMBO and PORT SAID	TANGO MARU Capt. A. Christensen 8,000		WED'DAY, 9th Nov., at Daylight
	KAMO MARU Capt. F. L. Sommer, 9,000		WED'DAY, 23rd Nov., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Horiuchi, 7,000		SATURDAY, 5th Nov., from Kobe
VICTORIA, B.C. and SEATTLE, via SHANGHAI, SWATOW, YOKOHAMA, and YOKO.	TAMBA MARU Capt. K. Sato, 7,000		TUESDAY, 8th Nov., at Noon
HAMA	AWA MARU Capt. S. Ishikawa, 7,000		TUESDAY, 6th Dec., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, 6,000		FRIDAY, 23rd Oct., at Noon
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler, 6,000		FRIDAY, 25th Nov., at Noon
BOMBAY via SINGAPORE, and COLOMBO	KUMANO MARU Capt. M. Winkler, 6,000		WED'DAY, 26th Oct., at Noon
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Fred. Pyno, 6,000		WED'DAY, 26th Oct., P.M.
KOBE and YOKOHAMA	COLOMBO MARU Capt. E. Combes, 8,000		WED'DAY, 26th Oct., at 5 P.M.
	AKI MARU Capt. K. Homma, 7,000		THURSDAY, 27th Oct., at 5 P.M.

Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers	Tons	Leave H.K.	To London, per New Steamer	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	1st Class	\$ 550.00
KITANO	9000	1st Mar.	"	" 825.00
IYO	7000	15th "	2nd Class	\$ 360.00
HIRANO	9000	29th "	"	" 540.00
TANGO	8000	12th April	"	" 500.00
KAMO	9000	26th "	"	" 700.00
AKI	7000	10th May	"	" 330.00
MISHIMA	9000	24th "	"	" 495.00

VICTORIA, B.C., & SEATTLE, WASH., U.S.A.

Steamers	Tons	Leave H.K.	To Pacific Coast Common Points:	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	1st Class	\$ 230
INABA	7000	28th Mar.	2nd Class	\$ 221
TAMBA	7000	25th April	To London via New York:	1st Class \$ 260
AWA	7000	23rd May	via St. Lawrence:	1st Class \$ 259

For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO,

Hongkong, 7th September, 1910.

MANAGER. [13-125]

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 29th Oct., Noon.
BUBI	2540	R. Rodger	Manila	On 5th Nov., Noon.

For Freight or Passage apply to
HONGKONG, 25th October, 1910

SHEWAN, TOMES & Co. General Managers. [12]

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIMAH	JAPAN	Second half of Oct.	JAVA	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILATJAP.	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJIKINI	SHANGHAI	First half of Nov.	JAVA	First half of Nov.
TJILLWONG	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

Yok Buildings, 1st Floor.

Hongkong, 21th October, 1910.

[16]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU"	6,182	WED'DAY, 2nd Nov., at Noon
	"TACOMA MARU"	6,178	WED'DAY, 30th Nov., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 26th Oct., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHEW	"BUJUN MARU"	THURSDAY, 27th Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NIPPON KISEN KAISHA's Steamers at Shanghai, for the NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI, MANAGER

THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBITION of 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD, HONGKONG.

Japan Office:—
32, WATER STREET, YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE.

DEPOT: 55 & 57, DES VŒUX ROAD.

[575]

D. SCHOLTE & CO., AMSTERDAM.

**DUTCH PIECE GOODS: SHIRTINGS,
SPANISH STRIPES, DRILLS,
CASHMERES, AND ALL
SUNDRIES.**

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The Public are informed that the Christmas and New Year Parcel mail to the United
Kingdom and other countries in Europe will be closed in this office at 5 p.m. on Friday, the
11th of November, 1910. This parcel mail by the long sea route via Gibraltar is due in London
on the 17th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents.
Such parcels are due to reach London with the Letter mail on the 9th December.

Parcels containing any article of Gold or Silver must be insured for at least part of their
value. All insured parcels must be sealed. All the seals on the parcel must be of the same
kind of wax and must have distinct impression of some private device. This device must be the
same on each seal, Strail, Curved, Dotted or Crossed lines are not admissible. Buttons or
Coins must not be used for sealing parcels.

The Clerks of the Post Office are strictly forbidden to seal parcels or to affix Declaration
Forms or Stamps on Parcels or Letters, for the Public. Parcels that in the opinion of a Postal
officer do not comply with the above regulations will not be accepted.

The *Arctica*, with the English mail of the 30th September, left Singapore on Saturday, the
22nd inst., at 9 a.m., and may be expected here to-morrow, at 6 a.m. This packet brings the
parcel mails closed in London for despatch by the all sea route on the 21st of September, and
for despatch overlaid on the 28th of September.

The *Manchuria*, with the American mail, is expected to arrive from Manila on Friday,
the 28th inst.

FOR	PER	DATE
Fort Boyard and Haiphong	Touareg	Wednesday, 26th, 8.00 A.M.
Swatow, Amoy and Ningpo	Sashu Maru	Wednesday, 26th, 9.00 A.M.
Swatow	Haimun	Wednesday, 26th, 10.00 A.M.
Nagasaki, Kobe and Yokohama	Kumano Maru	Wednesday, 26th, 11.00 A.M.
Wellswell and Tientsin	Chipsing	Wednesday, 26th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 26th, 1.15 P.M.
Shanghai, Kobe and Yokohama	Suevia	Wednesday, 26th, 2.00 P.M.
Hollu and Cebu	Sungking	Wednesday, 26th, 3.00 P.M.
Shanghai, Moji and Kobe	Colombo Maru	Wednesday, 26th, 3.00 P.M.
Swatow and Shanghai	Kwongang	Wednesday, 26th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Bujan Maru	Thursday, 27th, 9.00 A.M.
Shanghai	Typhode	Thursday, 27th, 11.00 A.M.
Shanghai, Kobe and Moji	Fookang	Thursday, 27th, 11.00 A.M.
Bangkok	Angwin	Thursday, 27th, 11.00 A.M.
Singapore, Penang and Calcutta	Austria	Thursday, 27th, 1.00 P.M.
Shanghai	Chenan	Thursday, 27th, 3.00 P.M.
Kobe and Yokohama	Aki Maru	Thursday, 27th, 4.00 P.M.
SHANGHAI	Arctica	Thursday, 27th, 5.00 P.M.
Hollu, Singapore and Bangkok	Petchaburi	Thursday, 27th, 5.00 P.M.
Swatow, Amoy and Foochow	Haiching	Friday, 28th, 10.00 A.M.
Manila, Thursday 1st, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle.	Nikko Yaru	Friday, 28th, 11.00 A.M.
Swatow, Tientsin, Chefoo and Tientsin	Huichow	Friday, 28th, 3.00 P.M.
Manila	Loongang	Friday, 28th, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
VICTORIA AND VANCOUVER (B.O.)

Haiphong

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU & SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

Manila
Shanghai
Newchwang
Europe, &c., India via Tutuorin
(Late Letters 11.00 A.M. to Noon Extra
Postage 10 cents.)
(Supplementary mail on board up to the
time fixed for departure of the mail.
Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)
The Parcel mail will be closed on Fri-
day, 28th inst., at 5 p.m.

Shanghai

Swatow
Manila, Nagasaki, Kobe, Yokohama and Seattle
Shanghai
Singapore, Penang and Calcutta
Singapore, Penang and Calcutta
Swatow, Amoy and Foochow
Manila

EUROPE, &c., INDIA VIA TUTUORIN
(Late Letters 11.00 A.M. to 11.30 Extra
Postage 10 cents.)
(Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail.)

SOLE ADDRESS MARINEWORK. 司公限有林威積 PHONE 358.

WILLIAM C. JACK & CO., LTD.,

Gas Lighting, Heating and Cooking.

The most Efficient, Economical,
and Reliable is the

British Welsbach System.

Q The Welsbach guaranteed burners, with Mantles
of Welsbach Manufacture and Welsbach Artistic
Fittings, make Welsbach not only the lightest but the
most beautiful of all lights.

Q Also the Welsbach Kerosene Incandescent Lamp
gives the highest results with the lowest consumption.

Q Every description of Gas Fittings, Heating and
Cooking Stoves, Oil Incandescent Lamps, Oil Cooking
Stoves and Accessories, can be seen at the Show-
rooms

14, Des Voeux Road,
Central, Hong Kong.

(Sole Agents for The Welsbach Incan-
descent Gas Light Coy., Ltd., London.)

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

October 25th.

ON LONDON—	
Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/4
Bank Bills, at 30 days' sight	1/10 1/4
Bank Bills, at 4 months' sight	1/11
Credits, at 4 months' sight	1/11 1/2
Documentary Bills 4 months' sight	1/11 1/2
ON PARIS—	
Bank Bills, on demand	239
Credits, at 4 months' sight	243
ON GERMANY—	
On demand	193 1/2
ON NEW YORK—	
Bank Bills, on demand	46
Credits, at 60 days' sight	47
ON BOMBAY—	
Telegraphic Transfer	140 1/2
Bank, on demand	140 1/2
ON CALCUTTA—	
Telegraphic Transfer	140 1/2
Bank, on demand	140 1/2
ON SHANGHAI—	
Bank, at sight	74
Private, 30 days' sight	74 1/2
ON YOKOHAMA—	
On demand—Pees	92 1/2
ON SINGAPORE—	
On demand	80 1/2
ON BATAVIA—	
On demand	113 1/2
ON HAIKONG—	
On demand	14 1/2
ON SAIGON—	
On demand	82 1/2
ON HONGKONG—	
Bank's Buying Rate	\$10.55
GOLD LEAF, 100 fine, per tola	\$55.40
SILVER, per tola	\$25 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$5.53 discount.
Chinese	10	\$6.50
Hongkong	20	\$5.38
Hongkong	10	\$5.99

SHARE LIST.—QUOTATIONS.

HONGKONG, OCTOBER 25TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$900, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$81, buyers
Bank of China, Limited	8,604	12 1/2	12 1/2	\$8, sellers
China Bank, Limited	60,000	\$12	\$12	\$9.
China Light and Power Company, Limited	50,000	\$10	\$10	\$1.20, sellers
China Merchants Bank, Limited	50,000	\$1	\$1	\$8, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 100.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$33.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 51.
Loan-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 50.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 220.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$17 1/2, sales
DOCK AND WHARVES.—				
Hongkong & Wharves & G. Co., Ltd.	60,000	\$50	all	\$54.
Hongkong & Wharves Dock Co., Ltd.	50,000	\$50	all	\$49.
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$5, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 72.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 108.
Fenwick & Co., Limited	18,000	\$25	\$25	\$9, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$4, sales
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$98, sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$75, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$135, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7.
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$175.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115.
China Trade Insurance Co., Limited	24,000	\$53.33	\$25	\$87 1/2.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350.
North-China Insurance Co., Limited	10,000	\$25	\$5	\$112 1/2, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$940.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$195.
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$100, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$7 1/2, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 110.
West Point Building Co., Limited	12,500	\$50	\$50	\$39.
MINING.—				
Societe Francaise des Charbonnages du Tonkin	15,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$7, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$13, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$8.
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$145, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$15.
ROBINSON PIANO CO., LIMITED	4,000	\$50	\$50	\$50.
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$21, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$31, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$8.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$1 1/2.
Star Ferry Company, Limited	10,000	\$10	\$10	\$23, sellers
South China Morning Post, Limited	10,000	\$10	\$10	\$10.
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, sellers
STONES AND DIMENSIONAL.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, buyers
W. & A. Watson & Co., Limited	10,000	\$10	\$10	\$8, sellers
W. & A. Watson & Co., Limited	90,000	\$10	\$10	\$64, sales
Weismann, Limited	3,000	\$10	\$10	\$13, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$11 1/2, sellers
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$300.
RUSSIAN.—				
Allagars	750,000	2 1/2	all	5/3
Anglo-Malaya	1,500,000	2 1/2	all	24/
Balgownie	151,200	\$1	all	\$11 (Sta.)
Baltic Ryss	70,000	\$1	all	\$2/6
Baltic Ryss	80,000	\$1	all	\$2/6
Cartledge, fully paid	30,000	\$1	all	\$11/6
Chivola	70,000	\$1	all	\$10/6
Eastern and International	250,000	\$1	10/	12/
Highlands and Lowlands	307,143	\$1	all	10/
Kamunings	1,825,000	2 1/2	all	5/3 prem.
Kuala Lumpur	180,000	\$1	all	15/6
Labur	100,000	2 1/2	all	70/
Ledbury's	100,000	\$1	all	44/6
Linggis	900,000	2 1/2	all	12/9
London Ventures	1,266,000	2 1/2	all	6/3
Mordenius	1,750,000	2 1/2	all	\$29 (Sta.)
Pegohs	45,000	\$10	all	\$30 (Sta.)
Sandycroft	50,000	\$2	all	\$2/6
Sandycroft	100,000	\$1	all	\$2/6
Shelfords	65,000	\$1	all	\$2/6
Singapore and Johore	125,000	\$2	all	\$12 (Sta.)
Sumatra Parus	995,000	2 1/2	all	10/
Sungai-Kapras	90,000	2 1/2	all	10/
United Serdangs	170,000	\$1	all	100/

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Per
				VERNON & SMYTH, Share-Brokers.

THE CELEBRATED "THREE CASTLES" CIGARETTES

Are manufactured in Bristol from the finest grades of Virginia Tobacco with all the
skill which W. D. & H. O. WILLS have acquired during the 200 years which have
elapsed since their business was established.

MANUFACTURED IN TWO STRENGTHS

Mild (green label). Medium (yellow label).

50 Cents Per Tin of 50.

ALSO

"MAGNUMS" 75 cents per tin of 50.

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

LONDON ADDRESS:

3A, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M. { \$49.50 for 1 doz. Quart.
\$51.50 " 2 " Pints.

BRANDY ★ ★ ★ ★ - \$31.00

" ★ ★ ★ - \$28.25

" ★ ★ - \$25.00

" ★ - \$19.75

" (A MAGNIFICENT BRAND, SPECIALLY
SELECTED FOR THE FAR EAST)

WHISKY, PALL MALL - \$26.00

WHISKY, JOHNNIE WALKER'S - \$18.25

OLD HIGHLAND, WHITE LABEL - \$24.50

WHISKY, DO. SPECIAL, RED - \$24.50

WHISKY, C. P. & CO.'S "SPECIAL
BLEND" - \$16.25

PORT WINE, INVALIDS - \$24.75

PORT WINE, DOURO - \$18.00

SHERBY, LA TORRE - \$20.50

SHERBY, AMOROSO - \$24.75

THESE PRICES ARE INCLUSIVE OF DUTY.

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

45-17

TO-DAY
7.30 p.m.—Fireworks Display at the Happy
Retreat.

FORTHCOMING EVENTS.

Friday, 28th Oct.—The Great "Nicola" at
Theatre Royal, 9 p.m.

Saturday, 29th Oct.—Smoking Concert of
Institution of Engineers and Shipbuilders
of Hongkong at Institution Rooms, 9 p.m.

Friday, 28th Oct.—Harmston's Circus at
Caneaway Bay, 9 p.m.

Wednesday, 2nd Nov.—Meeting of Licensing
Board in Council Chamber, 2.15 p.m.

OPIMUM.

October 19th.

Malwa New	\$2,300/2,350 per picul.
Malwa Old	\$2,350/2,400
Malwa Older	\$2,410/2,450
Malwa V. Old	\$2,450/2,500
Persian fine quality	\$1,400/1,500
Persian extra fine	\$2,000
Patna New	\$2,200
Patna Old	\$2,250
Benares New	\$2,250
Benares Old	\$2,250

Per Tonkin, for Japan, Mr. le Marquis de
Belle, Mr. Domburg, Mr. and Mrs. Broussier,
Capt. Broughton, Messrs Johnston, Logan, E.
Lumiere, Hanebelle, Storms and Schrock, Mr.
and Mrs. Bowers, Mr. and Mrs. Hewitt and Mr.
Layman.

Per Oceania, for Europe, Mr. Barros, Mr.
Bella, Mr. G. Fritz, Mr. and Mrs. Allison, Mr.